

## Highways Technical Note

Site: Land East of Blacknest Lane, Brimpton Common, RG7 4RS  
Prepared by: EF  
Approved by: DM  
Date: 22 June 2024

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### 1.0 Introduction

- 1.1 This Highways Technical Note has been prepared on behalf of Mr R Slater in support of a proposed residential development for 1 Gypsy/Traveller pitch on land east of Blacknest Lane, Brimpton Common, RG7 4RS (herein referred to as 'the site').
- 1.2 The site is located approximately 2.4 kilometres west of Baghurst village centre and benefits from proximity to the A339 to the west. The site is located within the administrative boundary of West Berkshire Council (WBC).
- 1.3 The site is currently an undeveloped field. It is proposed that the site is developed to accommodate a single Gypsy/Traveller pitch including a day room, motorhome, touring caravan, and appropriate parking provision. This combination is standard for Gypsy/Traveller pitches.
- 1.4 Feedback has been provided by WBC on highway grounds, which focus on the following:
  - ▶ A speed survey to determine visibility splays; and,
  - ▶ Swept path analysis of the largest vehicle likely to enter the site to ensure that the access is appropriate.
- 1.5 This Highways Technical Note will consider these comments as well as the highways and transportation factors impacting upon the site.

## 2.0 Baseline Conditions

### Overview

- 2.1 To put the site into context, a detailed review of the surrounding area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site, along with the accessibility of the site by different modes of transport.

### Site Details

- 2.2 The site is located along the eastern extent of Blacknest Lane with the surrounding area classified as rural. The site is located approximately 2.4 kilometres west of Baghurst village centre and approximately 550 metres north-west of Brimpton Common local centre. The location of the site is shown below in Figure 2.1.

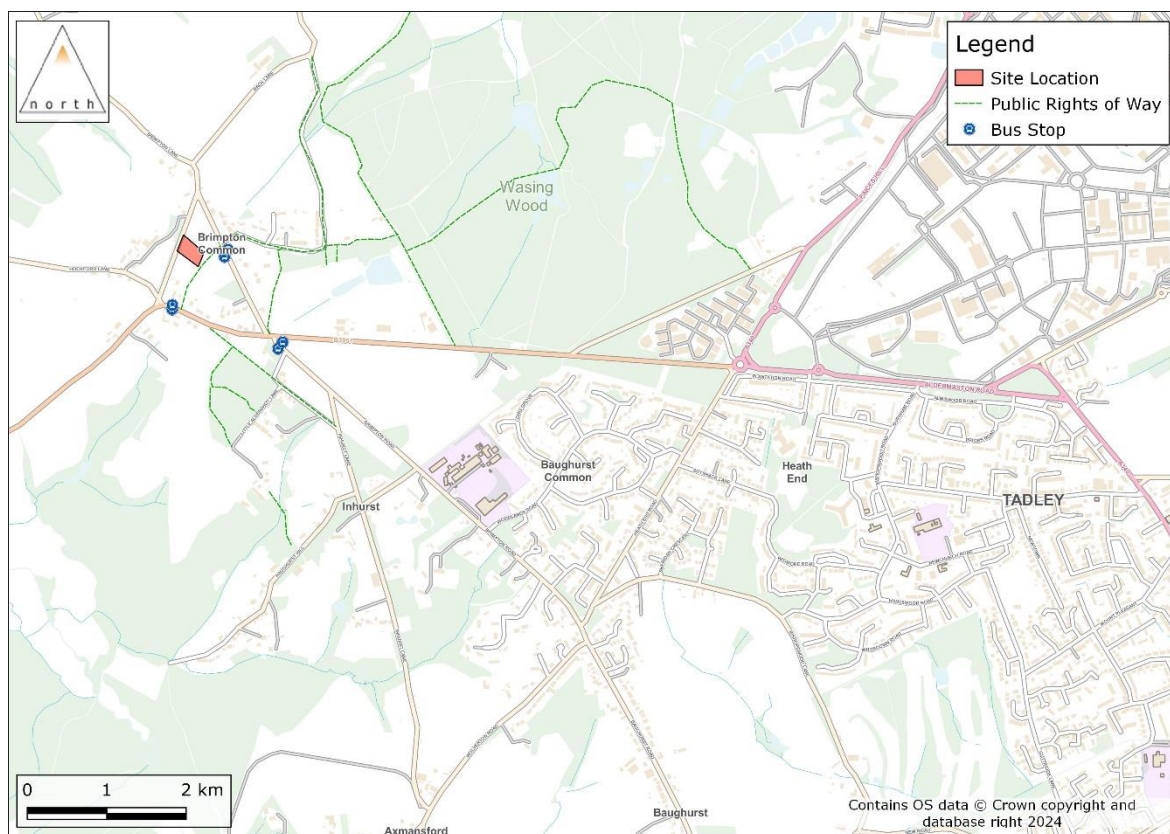


Figure 2.1: Site Location

### Existing Highway Network

- 2.3 Blacknest Lane is a two-way, single carriageway road subject to a 40mph speed limit. Blacknest Lane is bound by grass verges and offset vegetation on both sides of the road. Blacknest Lane connects to other local, rural roads. Travel in a general western direction provides access to the A339 and connections to the wider highway network.

## Accessibility of the Site by Non-Car Modes

### Accessibility on Foot

- 2.4 There are no formal footway provisions accessible to the site for access towards Brimpton Common. However, it is possible for pedestrians to walk along the verge and the edge of the carriageway in a safe manner along Blacknest Lane. Good visibility provided along Blacknest Lane ensures that pedestrians would be visible.
- 2.5 It should also be noted that this a practice commonly undertaken in rural areas where there is a lack of appropriate footway provisions for residents within these rural locations.
- 2.6 There is a selection of Public Rights of Way (PRoW), as demonstrated in Figure 2.1, which provide off-road connections from the site. The BRIM/201 footpath runs along the eastern boundary of the site and is therefore accessible for use by future residents of the site to access Brimpton Common and wider locations via PRoW provision.

### Accessibility by Cycle

- 2.7 There are no on-road cycle facilities located within the immediate vicinity of the site however the relatively low speed limit and flat topography of the area ensures that it is appropriate for cycling.
- 2.8 The Round Berkshire Cycle Route is located to the north of the site within Brimpton providing a signposted cycle route that loops via Windsor in the east, Reading town centre, and through Hungerford to the west. The National Cycle Network Route 23 is also located to the east of the site within Tadley and provides a connection between Wroxhall (Isle of Wight) in the south to Reading in the north.

### Accessibility by Bus

- 2.9 As demonstrated within Figure 2.1, the closest bus stop to the site is located approximately 150 metres east of the site, accessible via the BRIM/201 footpath. There is also a bus stop located to the south of the site located approximately 220 metres south of the site along the B3051. A summary of the local bus services is provided below in Table 2.1.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
44	Thatcham – Crookham – Brimpton – Brimpton Common – Aldermaston – Beenham – Bradfield College – Theale – Calcot	2 services a day	No service	No service
PH1	Rooksdown – Pamber End – Tadley – Brimpton Common – Ashford Hill – Mill Green – Headley – Kingsclere – Greenham Common – Wash Common	School bus service between Basingstoke and Park House School		

Table 2.1: Local Bus Services

- 2.10 Whilst the local bus services within Table 2.1 are not frequent, they demonstrate that it is possible for future residents to attend school through the school service and access larger urban areas to connect to other bus services.

### Accessibility by Rail

- 2.11 The closest railway station to the site is Midgham railway station, located approximately 4.2 kilometres to the north of the site. This is equivalent to a 17-minute cycle, a 61-minute journey via public transport, or 9-minute drive by private car.
- 2.12 Midgham railway station benefits from 12 car parking spaces and 4 cycle parking spaces, covered by CCTV. The direct rail services operating from Midgham are shown below in Table 4.2.

Service	Destinations Served	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
Newbury	Midgham – Thatcham – Newbury Racecourse – Newbury	1 every hour	1 every hour	1 every hour
Reading	Midgham – Aldermaston – Theale – Reading West – Reading	1 every hour	1 every hour	1 every hour

Table 2.2: Direct Rail Services

- 2.13 Table 2.2 demonstrates that there is an accessible and frequent rail service provided to a major transport hub (Reading) for onward travel via sustainable transport methods as well as access to urban areas providing employment, education, and leisure amenities.

### Sustainable Travel

- 2.14 National and local planning policy recognises that opportunities to maximise sustainable travel solutions vary from urban to rural areas. The documents also outline a spatial strategy to focus significant growth areas accessible by means other than the private car, although they recognise that development in rural areas is also important in supporting local services.
- 2.15 Whilst a wide range of amenities, facilities, and recreational facilities would potentially need to be accessed by the private car, the trips are a relatively short distance. The site is within a reasonable catchment area of Baghurst and Tadley. Bus services to these locations are easily accessible from the site. Despite this, the most likely mode of transport to both locations from the site is via the private car. Due to the rural location, this can be deemed acceptable as a result of the lack of footway, cycle, and public transport infrastructure within the immediate vicinity of the site.
- 2.16 Paragraph 84 of the NPPF states “Planning policies and decisions should avoid the development of isolated homes in the countryside”. New dwellings within rural areas would not be considered as isolated, in reference to the NPPF, where existing properties are located nearby, and that this also makes a contribution of social sustainability. As also recognised in considering this point, future residents of new rural housing are likely to be heavily reliant on the private car to access everyday services. However, this is consistent with the NPPF that sustainable transport opportunities are likely to be more limited in rural areas. The site is not deemed ‘isolated’, as there are a number of other residential dwellings within the vicinity of the site. As a result, the principle of the proposed development is acceptable.

### Gypsy/Traveller Sustainability

- 2.17 A similar development for Gypsy/Traveller occupation on land located in Little Hadham, Hertfordshire (REF: APP/J1915/W/19/3234671) went to appeal with the Inspector making comments surrounding the accessibility of traveller’s sites.
- 2.18 The Inspector argues in Paragraph 16, that the context of a rural setting is imperative to understanding the accessibility of a site and that in the proposed development in Little Hadham, the site was within a close enough proximity to neighbouring villages. This is the same for the proposed development at the site.
- 2.19 Paragraph 18 of the Inspector’s Report states that “The nomadic lifestyle of gypsies and travellers obviously involves travelling for both economic and other purposes, towing their caravan. This involves the use of a private vehicle irrespective of location and so, whilst travelling, the same opportunities for using public transport simply do not apply. When away travelling, it will be necessary to access services and facilities wherever they are, rather than leaving and returning to the site on a daily basis for work”. This demonstrates that for proposed developments for the Gypsy/Traveller community, the use of the private car is deemed acceptable.

- 2.20 Paragraph 19 of the Inspector’s Report states that “In terms of other family members (or those that have ceased travelling if Policy HOU10 is to be applied) needing to access services and facilities including schools and medical establishments, the availability of these within a reasonable travelling distance is critical, bearing in mind that land in settlements or edge of settlement considered a suitable and sustainable location for housing of the settled population, is in most circumstances, simply not available to accommodate private gypsy and traveller sites. Opportunities to access regular bus services are therefore less likely. In this case, the reasonable proximity to local school, factors and shops will certainly encourage shorter car journeys.” This statement relates to the proposed site too with local amenities accessible within a short distance but beyond the acceptable walking distance. This means that private vehicle trips will have to be utilised but that this is not out of character with other rural development regardless of whether they are inhabited by the travelling community or not. They would also constitute short car journeys.

### Road Safety Review

- 2.21 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the site has been acquired from Crashmap for the most recent 5-year period (January 2018 – December 2022).
- 2.22 There were no incidents reported along Blacknest Lane within the immediate vicinity of the proposed site access ensuring that it can be deemed that there is no highway deficiency with Blacknest Lane.
- 2.23 To the south of the site, at the junction between Blacknest Lane, Hockford Lane, and the B3051, there are two incidents recorded. These don’t have an impact on the suitability of the proposed access to the site but for robustness it is necessary to include these incidents.
- 2.24 The first was recorded as ‘slight’ in severity. It is understood from the Crashmap report, attached within **Appendix A**, that this incident occurred in wet/damp and daylight conditions when a motorbike travelling along the B3051 lost control resulting in an incident resulting in slight injuries to both the rider and pillion passenger. This incident is deemed a driver/human error and not a defect in the highway network.
- 2.25 The second was recorded as ‘fatal’ in severity. It is understood from the Crashmap report, attached within **Appendix A**, that this incident occurred in dry and daylight conditions when a collision occurred between two vans and a private car. The impact between the two vans was a head-on collision. This resulted in an incident culminating in two ‘slight’ injuries, one ‘serious injury’, and one fatality. Despite this, it is deemed that this incident unfortunately occurred as a result of driver/human error and that there is no defect within the local highway network at this junction.

### Summary

- 2.26 The above review demonstrates that the rural nature of the site does impact upon the sustainability of the site but that there is still an opportunity for there to be a genuine choice made by future residents of the site. It has also demonstrated that context is fundamental to decision making with the rural nature of the site being the underlying factor surrounding the lack of access to sustainable transport methods. Context is also required within the remit of the site being for a Gypsy/Traveller family with the private car accepted by other Highways Authorities as being something associated to Gypsy/Traveller dwellings.

### 3.0 Development Proposals

- 3.1 The following section details how the site is to be developed, along with the details of the site access and servicing requirements. The proposal seeks consent for the implementation of 1 pitch to contain a single motorhome, dayroom, touring caravan space, and associated parking. The site layout plan is attached within **Appendix B**.

#### Access Arrangements

- 3.2 It is proposed that pedestrian and vehicular access to the site is achieved via Blacknest Lane.
- 3.3 WBC requested a swept path analysis of the largest vehicle most likely to enter the site be undertaken to demonstrate the suitability of the proposed access. As a result, a swept path analysis of a car towing a caravan has been attached to demonstrate that it can enter and exit the site in a forward gear. This is attached within **Appendix C**.

#### Access Visibility

- 3.4 WBC requested that speed surveys for Blacknest Lane were undertaken to provide appropriate visibility splays.
- 3.5 Blacknest Lane is subject to a 40mph speed limit, therefore it would be subject to a 120m visibility splay as stated in the 'Design Manual for Roads and Bridges' (DMRB). However, an Automatic Traffic Counter (ATC) was put in place between 10<sup>th</sup> March 2024 and 17<sup>th</sup> March 2024 to assess observed vehicle speeds. This data identified speeds on both sides of the access on Blacknest Lane in either direction during this time period. The full data is presented in **Appendix D**.
- 3.6 To provide an accurate average speed, the 85th percentile for each direction has been calculated. Northbound travel provided an 85th percentile speed of 40.9mph whilst the southbound 85th percentile speed was recorded as 40.3mph.
- 3.7 Utilising DMRB standards, this ensures that a 107.1 metre visibility splay is required to the south of the site (to account for northbound travel) and a 104.6 metre visibility splay is required to the north of the site (to account for southbound travel). This visibility splay drawing is attached within **Appendix E**.

#### Parking Provision

- 3.8 It is proposed that 2 car parking spaces will be provided at the site as well as a designated space for a touring caravan typically associated to Gypsy/Traveller communities. This ensures that informal parking will not occur at the site.
- 3.9 WBC stated within their comments that "Car parking levels would appear to be acceptable and will comply with the Councils car parking standards".
- 3.10 A swept path analysis of a private car accessing these spaces is shown within **Appendix C** to demonstrate their suitability.
- 3.11 As with private houses, cycle parking will be provided within the curtilage of the pitch.

#### Servicing and Emergency Access

- 3.12 Refuse collection will occur on-street upon Blacknest Lane. The future residents of the site will place their bins on the curtilage of the highway where they will be collected. This is in accordance with the general refuse collection strategy for the area as well as for other residential dwellings along Blacknest Lane.
- 3.13 General servicing will occur on site with it possible for service vehicles to enter the site in a forward gear, turn on site, and exit in a forward gear. This is demonstrated in the drawing attached within **Appendix C**. Larger servicing vehicles will not be able to access the site and will therefore be expected to stop safely on street to service the site. The limited traffic flow along Blacknest Lane ensures that this can occur safely.

## Summary

- 3.14 The above review has demonstrated that the proposed access to the site is suitable and that appropriate visibility can be achieved. It has also been demonstrated that the largest vehicle likely to access the site, a car towing a caravan, can enter and exit in a forward gear. This ensures that the concerns raised by WBC have been responded to and demonstrated to be acceptable.

## 4.0 Trip Generation

- 4.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). These periods are when the impact of the proposed development on the local highway network is likely to be greatest. The information provided within this section considers these peak hours as well as the total daily movements.
- 4.2 To calculate the predicted total vehicle trips for the proposed development, the TRICS database has been utilised with the following dataset '03 Residential – A Houses Privately Owned' with the following criteria;
- ▶ Areas in England excluding 'Greater London';
  - ▶ 'Suburban Area' and 'Edge of Town' locations; and,
  - ▶ Sites with 1-50 dwellings present.
- 4.3 The use of the 'Houses Privately Owned' dataset is appropriate for this development as a single Gypsy/Traveller plot operates in the same way as a privately owned house within the context of the community.
- 4.4 The predicted total vehicle trips for the site are shown below in Table 4.1. The full TRICS output data is attached within **Appendix F**.

Method of Transport	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicle Trip Rate	0.176	0.365	0.333	0.186	2.400	2.454
Total Vehicle Trips	0	0	0	0	2	2

Table 4.1: Predicted Trip Generation

- 4.5 Table 4.1 demonstrates that the site is predicted to generate no arrival or departure trips during the morning or evening peaks. Over the course of a whole day, it is predicted that there will be 2 arrival trips and 2 departure trips to the site.
- 4.6 This review demonstrates that the proposed development won't have a detrimental impact on the local highway network with the predicted vehicle trips to and from the site being minimal.



## 5.0 Summary and Conclusion

- 5.1 This Highways Technical Note has been prepared on behalf of Mr R Slater in support of a proposed residential development for 1 Gypsy/Traveller pitch on land east of Blacknest Lane, Brimpton Common, RG7 4RS
- 5.2 In summary, this Highways Technical Note has shown the following;
- ▶ That whilst there is limited accessibility to sustainable transport modes, it is possible to access the site via sustainable transport modes and that the rural and cultural context of the site has to be recognised in this;
  - ▶ That the proposed access is able to be accessed by a car towing a caravan;
  - ▶ That the visibility achievable at the access is suitable and in accordance with DMRB standards;
  - ▶ That refuse, emergency, and larger service vehicles will all service the site via an on street strategy however general servicing, typically undertaken by smaller vehicles, is able to occur on site; and,
  - ▶ That the predicted trips generated as part of the proposed development are minimal and will not have a negative impact on the local highway network.
- 5.3 In review of the above, it can be concluded that the site fits with national, regional, and local policy and the highways and transportation issues are mitigated in such a way that the site can be deemed acceptable from a highway standpoint. As such, there is no reason the proposed development should be refused on highway grounds.

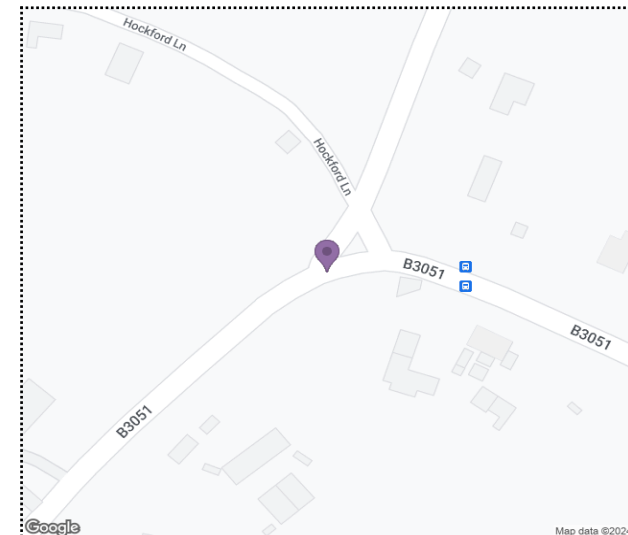
## **Appendix A**

Crashmap Reports



**Validated Data**

<b>Crash Date:</b>	Friday, June 18, 2021	<b>Time of Crash:</b>	13:37:00	<b>Crash Reference:</b>	2021440239836
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	B3051	<b>Casualties:</b>	2
<b>Highway Authority:</b>	Hampshire			<b>Vehicles:</b>	1
<b>Local Authority:</b>	Basingstoke and Deane			<b>OS Grid Reference:</b>	456630 162897
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Friday, June 18, 2021

Time of Crash:

13:37:00

Crash Reference: 2021440239836

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	6	Male	46 - 55	Vehicle is passing another vehicle (moving or stationary) on its nearside	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

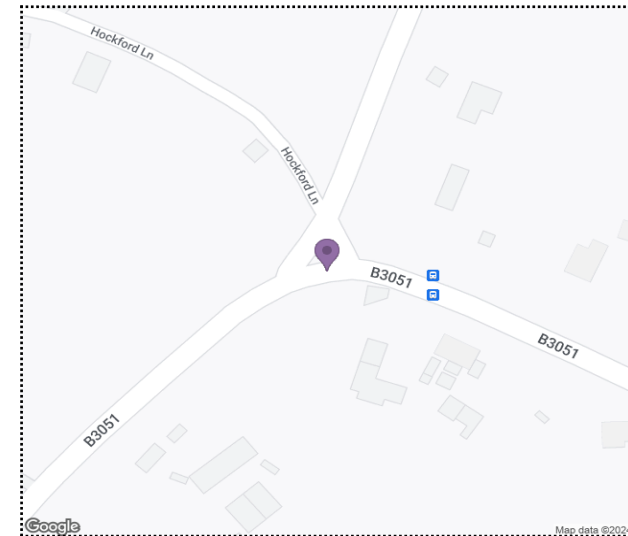
For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



**Validated Data**

<b>Crash Date:</b>	Monday, July 11, 2022	<b>Time of Crash:</b>	20:10:00	<b>Crash Reference:</b>	2022440277685
<b>Highest Injury Severity:</b>	Fatal	<b>Road Number:</b>	B3051	<b>Casualties:</b>	4
<b>Highway Authority:</b>	Hampshire			<b>Vehicles:</b>	3
<b>Local Authority:</b>	Basingstoke and Deane			<b>OS Grid Reference:</b>	456644 162901
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Monday, July 11, 2022

Time of Crash:

20:10:00

Crash Reference: 2022440277685

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	10	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	13	Male	56 - 65	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Journey as part of work	None	None
3	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	3	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other
2	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
2	2	Fatal	Vehicle or pillion passenger	Male	56 - 65	Unknown or other	Unknown or other

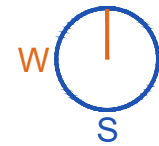
For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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## **Appendix B**

Site Layout Plan

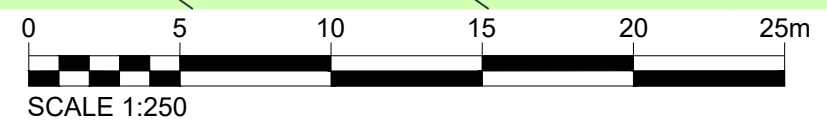
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 Any discrepancies are to be reported to WS Planning & Architecture.  
 Refer to Structural Engineers details for structural design criteria.  
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# Brim

As Proposed Site Plan

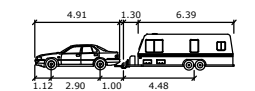


Rev	Date	Description
Surrey Office 5 Pool House Bancroft Rd Reigate RH2 7RP		London Office No.1 Croydon 12-16 Addiscombe Rd Croydon CR0 0XT
T. 01737 225711 www.wsipa.co.uk admin@wsipa.co.uk		
Date	November 2023	Drawn By KA
Scale	1:250@A3	Checked PB
Client Slater, Mr R		
Project Brimpton Lane Brimpton Common, Reading RG7 4RS		
Title As Proposed Site Plan		
Drawing No.	J004724-DD-11	Rev. B



## **Appendix C**

### Swept Path Analysis



**GRANDE BERLINE CARAVANE**

	metres
Car Width	: 1.86
Trailer Width	: 2.48
Car Track	: 1.83
Trailer Track	: 2.34
Lock to Lock Time	: 6.0
Steering Angle	: 23.9
Articulating Angle	: 70.0



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Project:  
**Land to the east of Blacknest Lane**

Title:  
**Swept Path Analysis  
Car Towing a Caravan**

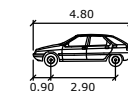
Client:  
**Mr R Slater**

Drawing Status:

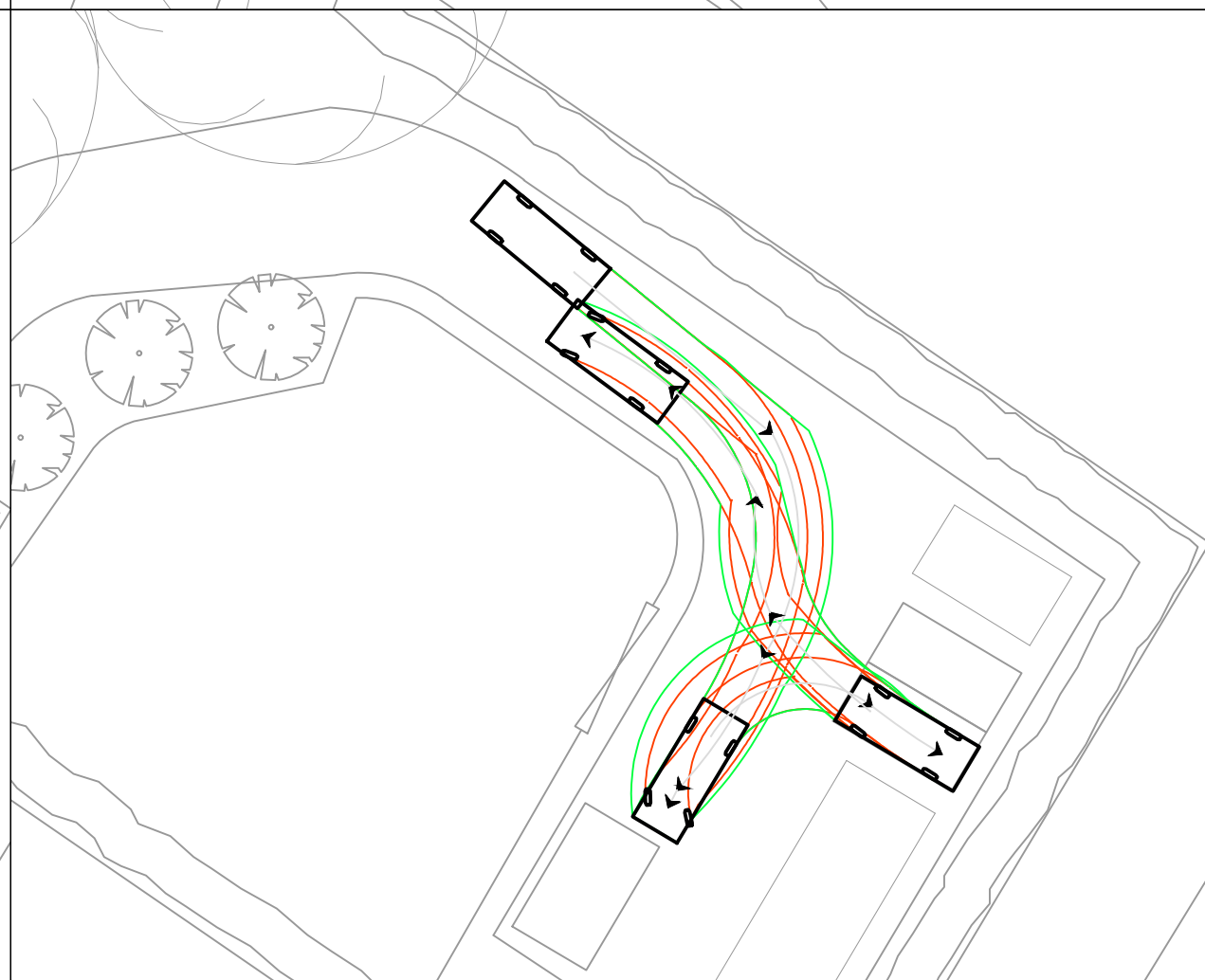
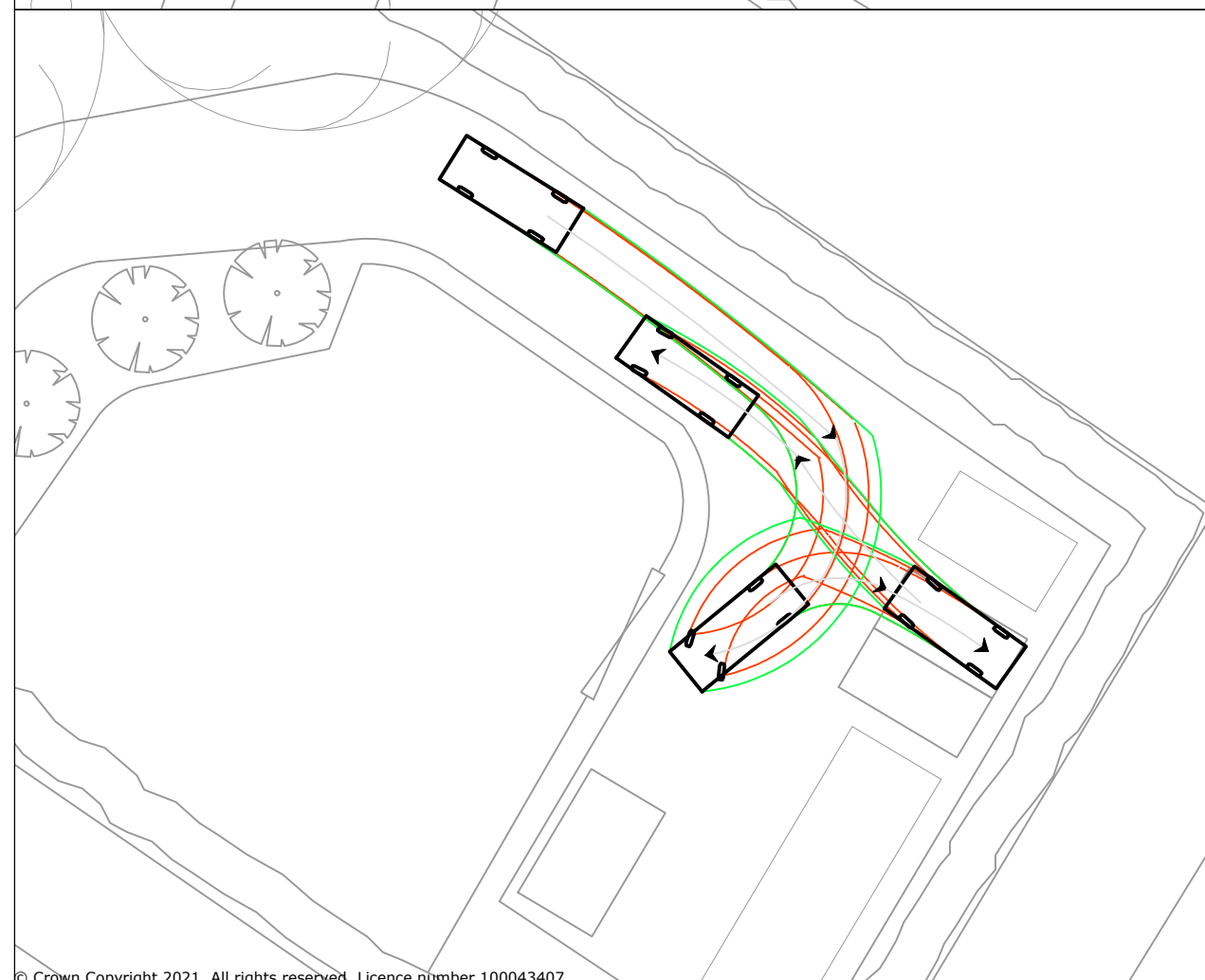
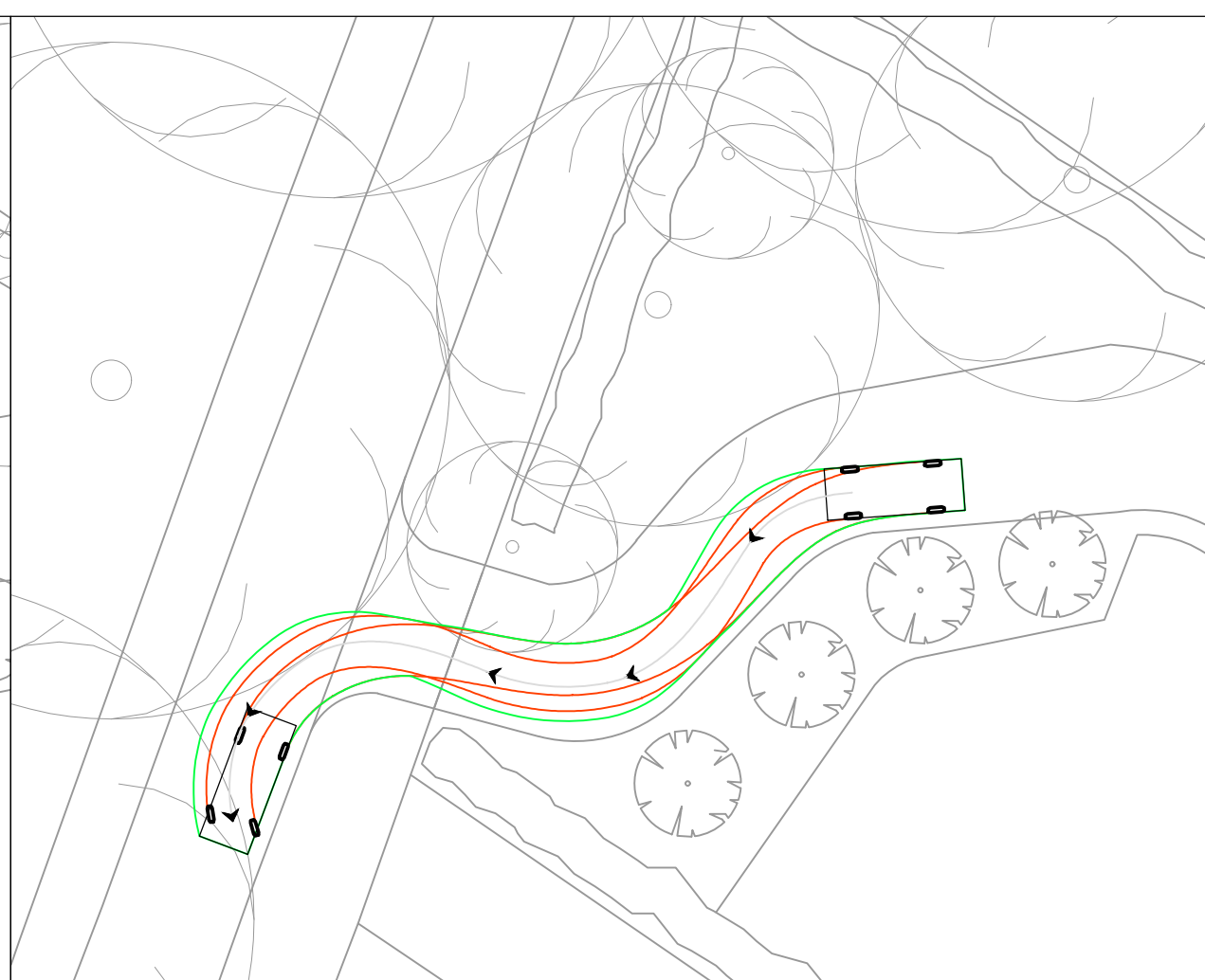
Scale: 1:500 (@ A3) Date: 19/06/24

Drawn: EF Checked: DM Approved: DM

Drawing: **2403009-TK02** Revision:



SDV  
Width : 1.80 meters  
Track : 1.80  
Lock to Lock Time : 6.0  
Steering Angle : 37.8



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Project:  
Land to the east of Blacknest Lane

Title:  
Swept Path Analysis  
Private Car

Client:  
Mr R Slater

Drawing Status:

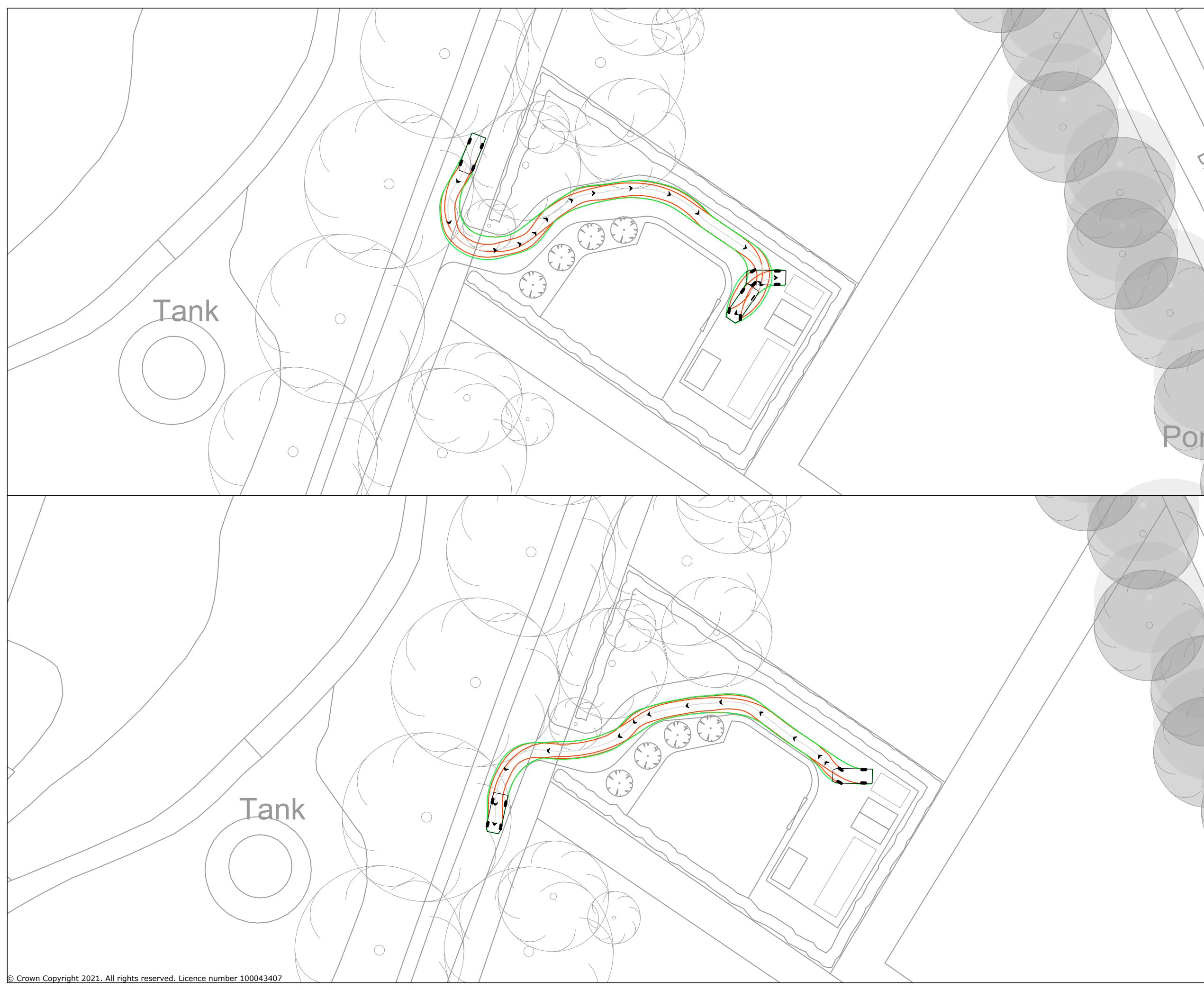
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Drawn: EF Checked: DM Approved: DM

Drawing: 2403009-TK03 Revision:



**L2H3 FORD TRANSIT**  
meters  
Width : 2.06  
Track : 2.06  
Lock to Lock Time : 6.0  
Steering Angle : 40.0



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Project:  
**Land to the east of Blacknest Lane**

Title:  
**Swept Path Analysis  
Transit Van**

Client:  
**Mr R Slater**

Drawing Status:

Scale: 1:500 (@ A3) Date: 19/06/24

Drawn: EF Checked: DM Approved: DM

Drawing: **2403009-TK04** Revision:

## **Appendix D**

ATC Data

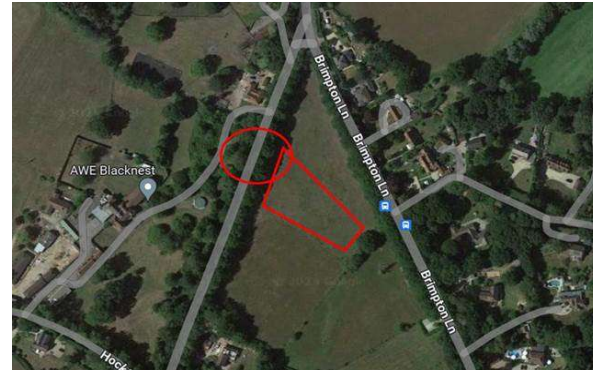
## VEHICLE SPEED AND CLASSIFICATION SURVEY – BLACKNEST LANE, BRIMPTON, BERKSHIRE RG7 4RS.

### DATASETS:

**Site:** [Brimpton] Blacknest Lane, on Jcn sign south of AWE access  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 0  
**Survey Duration:** 00:00 10 March 2024 => 00:00 17 March 2024  
**File:** Brimpton18Mar2024.ECO (Plus)  
**Algorithm:** Advanced.

### PROFILE:

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 0 - 80 mph.  
**Units:** Non-Metric (ft, mi, f/s, mph, lb, ton).



### DEFINITIONS / ABBREVIATIONS\*

**Time** - Time period commencing. (1-hour summaries given).

**Total** - Total number of vehicles counted in time period.

**RunTot** - Running or cumulative total of vehicles over survey period.

#### **Vbin**

**30** (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).

**35**

**Mean** - Mean speed.

**Vmin** - Minimum speed.

**Vmax** - Maximum speed.

**n> PSL 40** - Number of vehicles exceeding Posted Speed Limit (40 mph).

**%> PSL 40** - Percentage of vehicles exceeding Posted Speed Limit (40 mph).

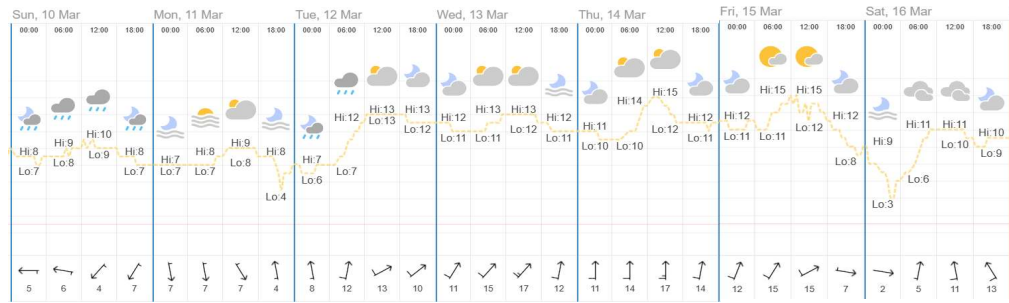
**Vpp 85** - 85th percentile speed.

\*Not all definitions may be used in a single report.

### VEHICLE CLASSES

- 1 Bicycle**
- 2 Motor Cycle**
- 3 Car / Van** (cars and vans - without trailer).
- 4 Car / Van (T)** (cars and vans towing trailer).
- 5 R2 / Bus** (LGV / bus 2-axle rigid).
- 6 R3 / Bus** (HGV / bus 3-axle rigid).
- 7 R4** (HGV 4-axle rigid).
- 8 A3** (HGV 3-axle articulated).
- 9 A4** (HGV 4-axle articulated).
- 10 A5** (HGV 5-axle articulated).
- 11 A6** (HGV 6-axle articulated).
- 12 A6 [2]** (HGV 6-axle articulated comprising two trailers).
- 13 A7 [2]** (HGV 7 + axle articulated comprising two trailers).

## Seven Day Weather Report



Benchmark Data Collection

Sun 10 Time	March Total	2024 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 40	>PSL% 40	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	37.7	37.7	37.7	0	0	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	23.8	23.8	23.8	0	0	-
0400	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	38.1	38.1	38.1	0	0	-
0500	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	26.7	26.7	26.7	0	0	-
0600	1	5	0	0	1	0	0	0	0	0	0	0	0	0	0	48.9	48.9	48.9	1	100	-
0700	7	12	0	0	6	0	1	0	0	0	0	0	0	0	0	34.1	38.9	42.9	2	28.6	-
0800	8	20	0	0	7	1	0	0	0	0	0	0	0	0	0	19.3	35.8	49.9	2	25	-
0900	12	32	0	0	11	0	1	0	0	0	0	0	0	0	0	20.8	37	50.4	3	25	40.5
1000	18	50	0	0	15	0	3	0	0	0	0	0	0	0	0	19.6	32.4	41.7	2	11.1	38.7
1100	12	62	0	0	11	0	1	0	0	0	0	0	0	0	0	28.8	37.5	53.3	4	33.3	41.6
1200	17	79	0	0	17	0	0	0	0	0	0	0	0	0	0	16.9	36.1	46	4	23.5	41.6
1300	7	86	0	0	7	0	0	0	0	0	0	0	0	0	0	17.4	29.3	39.5	0	0	-
1400	13	99	0	0	12	0	1	0	0	0	0	0	0	0	0	20.3	33.5	43.8	4	30.8	40
1500	14	113	0	0	10	1	2	1	0	0	0	0	0	0	0	20.9	33.9	42.4	4	28.6	40
1600	7	120	0	0	7	0	0	0	0	0	0	0	0	0	0	28.7	37.2	52.7	2	28.6	-
1700	13	133	0	0	13	0	0	0	0	0	0	0	0	0	0	32.9	40.1	50.8	7	53.8	42.3
1800	10	143	0	0	10	0	0	0	0	0	0	0	0	0	0	22.9	32.4	43.8	1	10	-
1900	5	148	0	0	4	0	1	0	0	0	0	0	0	0	0	26.4	31.8	38.6	0	0	-
2000	4	152	0	0	4	0	0	0	0	0	0	0	0	0	0	35	36.8	39.3	0	0	-
2100	1	153	0	0	1	0	0	0	0	0	0	0	0	0	0	29.7	29.7	29.7	0	0	-
2200	0	153	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	1	154	0	0	1	0	0	0	0	0	0	0	0	0	0	27.9	27.9	27.9	0	0	-
<b>07-19</b>	<b>138</b>	<b>154</b>	<b>0</b>	<b>0</b>	<b>126</b>	<b>2</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.9</b>	<b>35.3</b>	<b>53.3</b>	<b>35</b>	<b>25.4</b>	<b>41.4</b>
<b>06-22</b>	<b>149</b>	<b>154</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.9</b>	<b>35.3</b>	<b>53.3</b>	<b>36</b>	<b>24.2</b>	<b>41.4</b>
<b>06-00</b>	<b>150</b>	<b>154</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.9</b>	<b>35.2</b>	<b>53.3</b>	<b>36</b>	<b>24</b>	<b>41.4</b>
<b>00-00</b>	<b>154</b>	<b>154</b>	<b>0</b>	<b>0</b>	<b>141</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16.9</b>	<b>35.1</b>	<b>53.3</b>	<b>36</b>	<b>23.4</b>	<b>41.4</b>



Benchmark Data Collection

Mon 11 Time	March Total	2024 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 40	>PSL% 40	Vpp 85
0000	1	155	0	0	1	0	0	0	0	0	0	0	0	0	0	34.7	34.7	34.7	0	0	-
0100	1	156	0	0	1	0	0	0	0	0	0	0	0	0	0	34.9	34.9	34.9	0	0	-
0200	1	157	0	0	1	0	0	0	0	0	0	0	0	0	0	26.4	26.4	26.4	0	0	-
0300	0	157	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	2	159	0	0	2	0	0	0	0	0	0	0	0	0	0	29.2	33.6	38	0	0	-
0500	2	161	0	0	2	0	0	0	0	0	0	0	0	0	0	34.9	37	39.1	0	0	-
0600	10	171	0	0	8	0	2	0	0	0	0	0	0	0	0	29.1	37.1	45.3	3	30	-
0700	52	223	0	0	48	0	3	1	0	0	0	0	0	0	0	26.5	36.7	45.8	12	23.1	41.8
0800	59	282	0	0	55	0	4	0	0	0	0	0	0	0	0	20.2	37	51.6	18	30.5	42.7
0900	21	303	0	0	19	0	2	0	0	0	0	0	0	0	0	29.6	37.1	50.2	7	33.3	42.9
1000	9	312	0	0	8	0	1	0	0	0	0	0	0	0	0	26	32.8	45.8	1	11.1	-
1100	22	334	0	0	19	0	2	0	0	0	1	0	0	0	0	14.3	29.8	37.3	0	0	34.7
1200	21	355	0	0	17	0	4	0	0	0	0	0	0	0	0	19.7	35.2	45.6	6	28.6	42.7
1300	12	367	0	0	11	0	0	1	0	0	0	0	0	0	0	29	34.9	41.1	2	16.7	37.8
1400	19	386	0	0	15	1	3	0	0	0	0	0	0	0	0	29	35	44.7	2	10.5	38.7
1500	21	407	0	0	18	0	3	0	0	0	0	0	0	0	0	26.6	34.4	42.1	4	19	40
1600	52	459	0	0	47	0	5	0	0	0	0	0	0	0	0	24	35.9	51.4	9	17.3	40.9
1700	31	490	1	0	29	0	1	0	0	0	0	0	0	0	0	13.4	32.9	47.1	2	6.5	38.3
1800	28	518	0	0	26	0	2	0	0	0	0	0	0	0	0	23.5	36.2	48.6	7	25	42.3
1900	7	525	0	0	7	0	0	0	0	0	0	0	0	0	0	31.8	38.7	55.4	2	28.6	-
2000	1	526	0	0	0	0	1	0	0	0	0	0	0	0	0	28.6	28.6	28.6	0	0	-
2100	4	530	0	0	3	0	1	0	0	0	0	0	0	0	0	27.7	31.3	38.9	0	0	-
2200	2	532	0	0	2	0	0	0	0	0	0	0	0	0	0	22.1	34.7	47.3	1	50	-
2300	2	534	0	0	1	0	1	0	0	0	0	0	0	0	0	34.1	35.9	37.6	0	0	-
<b>07-19</b>	<b>347</b>	<b>534</b>	<b>1</b>	<b>0</b>	<b>312</b>	<b>1</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>35.4</b>	<b>51.6</b>	<b>70</b>	<b>20.2</b>	<b>41.4</b>
<b>06-22</b>	<b>369</b>	<b>534</b>	<b>1</b>	<b>0</b>	<b>330</b>	<b>1</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>35.4</b>	<b>55.4</b>	<b>75</b>	<b>20.3</b>	<b>41.4</b>
<b>06-00</b>	<b>373</b>	<b>534</b>	<b>1</b>	<b>0</b>	<b>333</b>	<b>1</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>35.4</b>	<b>55.4</b>	<b>76</b>	<b>20.4</b>	<b>41.4</b>
<b>00-00</b>	<b>380</b>	<b>534</b>	<b>1</b>	<b>0</b>	<b>340</b>	<b>1</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>35.4</b>	<b>55.4</b>	<b>76</b>	<b>20</b>	<b>41.2</b>

Benchmark Data Collection

Tue 12 Time	March Total	2024 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 40	>PSL% 40	Vpp 85
0000	0	534	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	534	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	534	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	535	0	0	1	0	0	0	0	0	0	0	0	0	0	31	31	31	0	0	-
0400	2	537	0	0	2	0	0	0	0	0	0	0	0	0	0	28.9	38.8	48.6	1	50	-
0500	5	542	0	0	5	0	0	0	0	0	0	0	0	0	0	28.8	36.4	52.3	1	20	-
0600	9	551	0	0	8	0	1	0	0	0	0	0	0	0	0	29.4	37.3	41	2	22.2	-
0700	48	599	0	0	47	0	1	0	0	0	0	0	0	0	0	29.2	37.2	48.8	14	29.2	41.8
0800	68	667	0	0	61	1	6	0	0	0	0	0	0	0	0	25.2	36.6	45.1	11	16.2	40.3
0900	32	699	0	0	27	0	5	0	0	0	0	0	0	0	0	21	33.5	44.2	6	18.8	40.3
1000	17	716	0	0	15	0	2	0	0	0	0	0	0	0	0	5.6	30.8	45.6	3	17.6	37.6
1100	16	732	0	0	11	1	4	0	0	0	0	0	0	0	0	22.8	32.7	41.7	1	6.3	38.5
1200	24	756	0	0	22	0	2	0	0	0	0	0	0	0	0	23.3	34.5	47.3	6	25	40.3
1300	18	774	0	0	16	0	2	0	0	0	0	0	0	0	0	22.3	33.7	50.7	4	22.2	40
1400	21	795	0	0	17	0	4	0	0	0	0	0	0	0	0	21.1	32.9	42.6	1	4.8	36.7
1500	27	822	0	0	21	0	5	1	0	0	0	0	0	0	0	24	34.1	45.9	4	14.8	39.4
1600	40	862	0	0	37	0	3	0	0	0	0	0	0	0	0	26.2	35.4	49.8	7	17.5	41.6
1700	36	898	0	0	33	0	3	0	0	0	0	0	0	0	0	23.7	36.2	46.3	11	30.6	42.5
1800	25	923	0	0	24	0	1	0	0	0	0	0	0	0	0	28.9	36.3	46.4	5	20	42.9
1900	11	934	0	0	10	0	1	0	0	0	0	0	0	0	0	26.3	36.7	50.7	2	18.2	38.5
2000	3	937	0	0	3	0	0	0	0	0	0	0	0	0	0	30.1	33.7	39.1	0	0	-
2100	1	938	0	0	1	0	0	0	0	0	0	0	0	0	0	33	33	33	0	0	-
2200	0	938	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	938	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
<b>07-19</b>	<b>372</b>	<b>938</b>	<b>0</b>	<b>0</b>	<b>331</b>	<b>2</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>35.1</b>	<b>50.7</b>	<b>73</b>	<b>19.6</b>	<b>41.2</b>
<b>06-22</b>	<b>396</b>	<b>938</b>	<b>0</b>	<b>0</b>	<b>353</b>	<b>2</b>	<b>40</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>35.2</b>	<b>50.7</b>	<b>77</b>	<b>19.4</b>	<b>41.2</b>
<b>06-00</b>	<b>396</b>	<b>938</b>	<b>0</b>	<b>0</b>	<b>353</b>	<b>2</b>	<b>40</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>35.2</b>	<b>50.7</b>	<b>77</b>	<b>19.4</b>	<b>41.2</b>
<b>00-00</b>	<b>404</b>	<b>938</b>	<b>0</b>	<b>0</b>	<b>361</b>	<b>2</b>	<b>40</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>35.2</b>	<b>52.3</b>	<b>79</b>	<b>19.6</b>	<b>41.2</b>

Benchmark Data Collection

Wed 13 Time	March Total	2024 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 40	>PSL% 40	Vpp 85
0000	1	939	0	0	0	0	1	0	0	0	0	0	0	0	0	29.3	29.3	29.3	0	0	-
0100	0	939	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	940	0	0	0	0	1	0	0	0	0	0	0	0	0	32.7	32.7	32.7	0	0	-
0300	0	940	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	941	0	0	1	0	0	0	0	0	0	0	0	0	0	25.4	25.4	25.4	0	0	-
0500	4	945	0	0	4	0	0	0	0	0	0	0	0	0	0	27.2	39	50.8	2	50	-
0600	11	956	0	0	10	0	1	0	0	0	0	0	0	0	0	26.6	37.3	44.4	2	18.2	39.4
0700	56	1012	0	0	49	0	7	0	0	0	0	0	0	0	0	22.2	36	48.6	12	21.4	40.7
0800	49	1061	0	0	48	0	1	0	0	0	0	0	0	0	0	21.2	37.1	52.8	12	24.5	42.1
0900	18	1079	0	0	16	0	2	0	0	0	0	0	0	0	0	24.7	33.7	43.1	2	11.1	38
1000	10	1089	0	0	6	0	4	0	0	0	0	0	0	0	0	15.5	30.5	39.8	0	0	-
1100	11	1100	0	0	9	0	2	0	0	0	0	0	0	0	0	25.6	37.6	50.7	5	45.5	43.8
1200	19	1119	0	0	15	0	4	0	0	0	0	0	0	0	0	10.7	29.5	41.7	2	10.5	34.4
1300	32	1151	0	0	28	0	4	0	0	0	0	0	0	0	0	23.7	32.1	41.9	1	3.1	37.1
1400	22	1173	1	0	18	0	3	0	0	0	0	0	0	0	0	17.4	33.5	45.7	1	4.5	36
1500	32	1205	0	0	31	0	1	0	0	0	0	0	0	0	0	17	34.3	46	6	18.8	40.9
1600	27	1232	1	0	23	0	2	1	0	0	0	0	0	0	0	10.9	34.5	43.1	4	14.8	39.8
1700	24	1256	0	0	22	0	2	0	0	0	0	0	0	0	0	23.2	34.1	45.3	3	12.5	36.9
1800	24	1280	0	0	24	0	0	0	0	0	0	0	0	0	0	17.1	33.1	50.2	3	12.5	38.7
1900	10	1290	0	0	9	0	1	0	0	0	0	0	0	0	0	24.1	34.9	41.3	3	30	-
2000	2	1292	0	0	2	0	0	0	0	0	0	0	0	0	0	27.7	29.7	31.6	0	0	-
2100	3	1295	0	0	3	0	0	0	0	0	0	0	0	0	0	24.9	31.4	35.5	0	0	-
2200	2	1297	0	0	2	0	0	0	0	0	0	0	0	0	0	26.8	32.8	38.7	0	0	-
2300	0	1297	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
<b>07-19</b>	<b>324</b>	<b>1297</b>	<b>2</b>	<b>0</b>	<b>289</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>34.3</b>	<b>52.8</b>	<b>51</b>	<b>15.7</b>	<b>40</b>
<b>06-22</b>	<b>350</b>	<b>1297</b>	<b>2</b>	<b>0</b>	<b>313</b>	<b>0</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>34.4</b>	<b>52.8</b>	<b>56</b>	<b>16</b>	<b>40.3</b>
<b>06-00</b>	<b>352</b>	<b>1297</b>	<b>2</b>	<b>0</b>	<b>315</b>	<b>0</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>34.4</b>	<b>52.8</b>	<b>56</b>	<b>15.9</b>	<b>40.3</b>
<b>00-00</b>	<b>359</b>	<b>1297</b>	<b>2</b>	<b>0</b>	<b>320</b>	<b>0</b>	<b>36</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>34.4</b>	<b>52.8</b>	<b>58</b>	<b>16.2</b>	<b>40.3</b>

Benchmark Data Collection

Thu 14 Time	March Total	2024 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 40	>PSL% 40	Vpp 85
0000	0	1297	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	1298	0	0	1	0	0	0	0	0	0	0	0	0	0	36.4	36.4	36.4	0	0	-
0200	1	1299	0	0	1	0	0	0	0	0	0	0	0	0	0	24.9	24.9	24.9	0	0	-
0300	0	1299	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	1300	0	0	1	0	0	0	0	0	0	0	0	0	0	31.1	31.1	31.1	0	0	-
0500	2	1302	0	0	2	0	0	0	0	0	0	0	0	0	0	33.8	37.8	41.8	1	50	-
0600	17	1319	0	0	15	0	2	0	0	0	0	0	0	0	0	30.9	40.2	52.7	6	35.3	41.6
0700	38	1357	0	0	35	0	3	0	0	0	0	0	0	0	0	29.3	37.5	46.8	13	34.2	42.3
0800	57	1414	0	0	54	0	3	0	0	0	0	0	0	0	0	22.2	35.3	48.3	14	24.6	40.7
0900	35	1449	0	0	30	0	4	0	0	1	0	0	0	0	0	19.3	35.1	47.1	9	25.7	41.2
1000	18	1467	0	0	13	0	5	0	0	0	0	0	0	0	0	25.6	36.4	45	5	27.8	43.4
1100	17	1484	0	0	14	0	2	1	0	0	0	0	0	0	0	22.6	33.7	42.5	2	11.8	37.1
1200	22	1506	0	0	20	1	0	0	0	0	1	0	0	0	0	17.8	32.3	49.4	2	9.1	38.7
1300	17	1523	1	0	14	0	2	0	0	0	0	0	0	0	0	12.2	32.4	44	2	11.8	36.2
1400	33	1556	0	0	29	0	4	0	0	0	0	0	0	0	0	13	33.4	49.4	4	12.1	38.5
1500	24	1580	0	0	19	1	4	0	0	0	0	0	0	0	0	19.9	34.1	47.2	5	20.8	44.1
1600	41	1621	1	0	39	0	1	0	0	0	0	0	0	0	0	12	34.8	47.5	7	17.1	40.3
1700	30	1651	0	0	28	0	2	0	0	0	0	0	0	0	0	24.8	35	44.2	1	3.3	38.5
1800	24	1675	1	0	21	0	2	0	0	0	0	0	0	0	0	17.1	33.3	47.8	2	8.3	37.8
1900	10	1685	0	0	9	0	1	0	0	0	0	0	0	0	0	29.1	36.8	47.2	3	30	-
2000	1	1686	0	0	1	0	0	0	0	0	0	0	0	0	0	35.6	35.6	35.6	0	0	-
2100	4	1690	0	0	4	0	0	0	0	0	0	0	0	0	0	25.3	31.4	39.2	0	0	-
2200	2	1692	0	0	2	0	0	0	0	0	0	0	0	0	0	35.8	39.1	42.4	1	50	-
2300	2	1694	0	0	2	0	0	0	0	0	0	0	0	0	0	34.7	36.1	37.5	0	0	-
<b>07-19</b>	<b>356</b>	<b>1694</b>	<b>3</b>	<b>0</b>	<b>316</b>	<b>2</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>34.7</b>	<b>49.4</b>	<b>66</b>	<b>18.5</b>	<b>40.7</b>
<b>06-22</b>	<b>388</b>	<b>1694</b>	<b>3</b>	<b>0</b>	<b>345</b>	<b>2</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>35</b>	<b>52.7</b>	<b>75</b>	<b>19.3</b>	<b>40.7</b>
<b>06-00</b>	<b>392</b>	<b>1694</b>	<b>3</b>	<b>0</b>	<b>349</b>	<b>2</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>35</b>	<b>52.7</b>	<b>76</b>	<b>19.4</b>	<b>40.7</b>
<b>00-00</b>	<b>397</b>	<b>1694</b>	<b>3</b>	<b>0</b>	<b>354</b>	<b>2</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>35</b>	<b>52.7</b>	<b>77</b>	<b>19.4</b>	<b>40.7</b>

Benchmark Data Collection

Fri 15 Time	March Total	2024 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 40	>PSL% 40	Vpp 85
0000	0	1694	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	1694	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	1695	0	0	1	0	0	0	0	0	0	0	0	0	0	22.3	22.3	22.3	0	0	-
0300	0	1695	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	1696	0	0	1	0	0	0	0	0	0	0	0	0	0	34.9	34.9	34.9	0	0	-
0500	2	1698	0	0	2	0	0	0	0	0	0	0	0	0	0	35	39.6	44.2	1	50	-
0600	9	1707	0	0	7	0	2	0	0	0	0	0	0	0	0	32.8	38.8	45.3	4	44.4	-
0700	36	1743	0	0	31	1	4	0	0	0	0	0	0	0	0	15.6	37.4	46.4	14	38.9	41.8
0800	42	1785	0	1	35	1	5	0	0	0	0	0	0	0	0	16.4	36.3	51.4	10	23.8	42.3
0900	24	1809	0	0	23	0	1	0	0	0	0	0	0	0	0	25.1	36.7	49	5	20.8	40.7
1000	16	1825	0	0	13	0	3	0	0	0	0	0	0	0	0	20.8	37.4	52.6	4	25	42.5
1100	16	1841	0	0	14	1	1	0	0	0	0	0	0	0	0	20	33.2	44.1	1	6.3	38.9
1200	32	1873	1	0	23	0	6	0	0	2	0	0	0	0	0	6	28.7	39.3	0	0	35.3
1300	14	1887	0	0	12	0	2	0	0	0	0	0	0	0	0	25.7	39.3	51.1	6	42.9	44.5
1400	25	1912	0	0	25	0	0	0	0	0	0	0	0	0	0	9.5	30.1	48.3	4	16	39.8
1500	30	1942	0	0	26	0	3	1	0	0	0	0	0	0	0	15.7	33.7	49	5	16.7	40
1600	31	1973	0	0	28	0	3	0	0	0	0	0	0	0	0	23.7	35.3	45.4	7	22.6	41.6
1700	20	1993	0	0	20	0	0	0	0	0	0	0	0	0	0	29.6	35.1	43.8	2	10	39.8
1800	9	2002	0	0	8	0	1	0	0	0	0	0	0	0	0	27.2	37.9	46	4	44.4	-
1900	8	2010	0	0	8	0	0	0	0	0	0	0	0	0	0	28.3	34.3	45.3	1	12.5	-
2000	2	2012	0	0	2	0	0	0	0	0	0	0	0	0	0	27.3	30	32.8	0	0	-
2100	1	2013	0	0	1	0	0	0	0	0	0	0	0	0	0	40.2	40.2	40.2	1	100	-
2200	2	2015	0	0	2	0	0	0	0	0	0	0	0	0	0	22	28.8	35.5	0	0	-
2300	3	2018	0	0	3	0	0	0	0	0	0	0	0	0	0	30.9	33.8	39.2	0	0	-
<b>07-19</b>	<b>295</b>	<b>2018</b>	<b>1</b>	<b>1</b>	<b>258</b>	<b>3</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>34.7</b>	<b>52.6</b>	<b>62</b>	<b>21</b>	<b>41.6</b>
<b>06-22</b>	<b>315</b>	<b>2018</b>	<b>1</b>	<b>1</b>	<b>276</b>	<b>3</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>34.8</b>	<b>52.6</b>	<b>68</b>	<b>21.6</b>	<b>41.6</b>
<b>06-00</b>	<b>320</b>	<b>2018</b>	<b>1</b>	<b>1</b>	<b>281</b>	<b>3</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>34.8</b>	<b>52.6</b>	<b>68</b>	<b>21.3</b>	<b>41.6</b>
<b>00-00</b>	<b>324</b>	<b>2018</b>	<b>1</b>	<b>1</b>	<b>285</b>	<b>3</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>34.8</b>	<b>52.6</b>	<b>69</b>	<b>21.3</b>	<b>41.6</b>

Benchmark Data Collection

Sat 16 Time	March Total	2024 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 40	>PSL% 40	Vpp 85
			Bicycle	Motor Cycle																	
0000	1	2019	0	0	1	0	0	0	0	0	0	0	0	0	0	27.6	27.6	27.6	0	0	-
0100	2	2021	0	1	1	0	0	0	0	0	0	0	0	0	0	30.5	30.8	31.1	0	0	-
0200	1	2022	0	0	1	0	0	0	0	0	0	0	0	0	0	25.2	25.2	25.2	0	0	-
0300	0	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	2023	0	0	1	0	0	0	0	0	0	0	0	0	0	33.1	33.1	33.1	0	0	-
0700	4	2027	0	0	2	0	2	0	0	0	0	0	0	0	0	38.9	42.1	48.3	3	75	-
0800	16	2043	1	0	14	0	1	0	0	0	0	0	0	0	0	15.5	34.6	44.3	5	31.3	44.1
0900	16	2059	0	1	14	0	1	0	0	0	0	0	0	0	0	24.6	35.2	45.6	2	12.5	39.6
1000	22	2081	1	0	19	0	2	0	0	0	0	0	0	0	0	5.5	31.8	49.5	5	22.7	40.7
1100	20	2101	2	0	17	0	1	0	0	0	0	0	0	0	0	12.9	29.4	43.3	1	5	35.1
1200	16	2117	1	0	15	0	0	0	0	0	0	0	0	0	0	14.5	31.8	48.9	2	12.5	39.1
1300	20	2137	0	0	17	0	3	0	0	0	0	0	0	0	0	10.1	31.4	58.1	2	10	36
1400	19	2156	0	0	15	0	4	0	0	0	0	0	0	0	0	16.1	31.9	49.9	3	15.8	38.3
1500	13	2169	0	0	12	0	1	0	0	0	0	0	0	0	0	21.3	32.5	40.8	2	15.4	38.9
1600	13	2182	0	1	12	0	0	0	0	0	0	0	0	0	0	26.6	33.5	42.2	2	15.4	39.4
1700	11	2193	0	0	11	0	0	0	0	0	0	0	0	0	0	10.2	28.5	37.4	0	0	31.3
1800	13	2206	0	0	13	0	0	0	0	0	0	0	0	0	0	30	35.9	47.1	3	23.1	41.6
1900	5	2211	0	0	5	0	0	0	0	0	0	0	0	0	0	28.6	35.4	41.9	1	20	-
2000	0	2211	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	1	2212	0	0	1	0	0	0	0	0	0	0	0	0	0	28.8	28.8	28.8	0	0	-
2200	2	2214	0	0	2	0	0	0	0	0	0	0	0	0	0	28.2	30.5	32.7	0	0	-
2300	1	2215	0	0	1	0	0	0	0	0	0	0	0	0	0	28.4	28.4	28.4	0	0	-
<b>07-19</b>	<b>183</b>	<b>2215</b>	<b>5</b>	<b>2</b>	<b>161</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>32.5</b>	<b>58.1</b>	<b>30</b>	<b>16.4</b>	<b>40.3</b>
<b>06-22</b>	<b>190</b>	<b>2215</b>	<b>5</b>	<b>2</b>	<b>168</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>32.6</b>	<b>58.1</b>	<b>31</b>	<b>16.3</b>	<b>40.3</b>
<b>06-00</b>	<b>193</b>	<b>2215</b>	<b>5</b>	<b>2</b>	<b>171</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>32.6</b>	<b>58.1</b>	<b>31</b>	<b>16.1</b>	<b>40</b>
<b>00-00</b>	<b>197</b>	<b>2215</b>	<b>5</b>	<b>3</b>	<b>174</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>32.5</b>	<b>58.1</b>	<b>31</b>	<b>15.7</b>	<b>40</b>
<b>Summary</b>																					
<b>Total</b>			Northbound																		
	<b>2215</b>	<b>2215</b>	<b>12</b>	<b>4</b>	<b>1975</b>	<b>10</b>	<b>202</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>34.7</b>	<b>58.1</b>	<b>426</b>	<b>19.2</b>	<b>40.9</b>

Benchmark Data Collection

Sun 10 Time	March Total	2024 RunTot	Southbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 40	>PSL% 40	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	3	3	0	0	3	0	0	0	0	0	0	0	0	0	0	30.3	31.4	32.3	0	0	-
0200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	28.3	28.3	28.3	0	0	-
0400	1	5	0	0	1	0	0	0	0	0	0	0	0	0	0	38.7	38.7	38.7	0	0	-
0500	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	3	8	0	0	3	0	0	0	0	0	0	0	0	0	0	31.8	33.2	35.8	0	0	-
0800	4	12	0	0	4	0	0	0	0	0	0	0	0	0	0	23.1	31	38.8	0	0	-
0900	12	24	0	0	12	0	0	0	0	0	0	0	0	0	0	28.8	35.4	45.3	1	8.3	37.4
1000	16	40	0	0	16	0	0	0	0	0	0	0	0	0	0	19.4	36.4	47.3	6	37.5	44.7
1100	11	51	0	0	10	0	1	0	0	0	0	0	0	0	0	28.5	34.7	40.6	2	18.2	38.3
1200	22	73	0	0	22	0	0	0	0	0	0	0	0	0	0	16.3	33.5	45.8	2	9.1	38.5
1300	13	86	0	0	11	0	2	0	0	0	0	0	0	0	0	30.6	35.6	48	1	7.7	37.1
1400	16	102	0	1	14	0	1	0	0	0	0	0	0	0	0	12.4	32.4	42.8	2	12.5	39.6
1500	7	109	0	0	7	0	0	0	0	0	0	0	0	0	0	24.3	35	56.5	2	28.6	-
1600	11	120	0	0	11	0	0	0	0	0	0	0	0	0	0	31.1	37.5	42.6	5	45.5	41.8
1700	8	128	0	0	8	0	0	0	0	0	0	0	0	0	0	21	32.1	42.4	1	12.5	-
1800	7	135	0	0	7	0	0	0	0	0	0	0	0	0	0	28.3	37.5	49.9	3	42.9	-
1900	6	141	0	0	6	0	0	0	0	0	0	0	0	0	0	25.5	35.3	45.6	1	16.7	-
2000	7	148	0	0	7	0	0	0	0	0	0	0	0	0	0	28.3	35.1	42.4	2	28.6	-
2100	2	150	0	0	2	0	0	0	0	0	0	0	0	0	0	29.4	31.2	33	0	0	-
2200	2	152	0	0	2	0	0	0	0	0	0	0	0	0	0	25.4	34.9	44.5	1	50	-
2300	1	153	0	0	1	0	0	0	0	0	0	0	0	0	0	26.6	26.6	26.6	0	0	-
<b>07-19</b>	<b>130</b>	<b>153</b>	<b>0</b>	<b>1</b>	<b>125</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>34.7</b>	<b>56.5</b>	<b>25</b>	<b>19.2</b>	<b>41.2</b>
<b>06-22</b>	<b>145</b>	<b>153</b>	<b>0</b>	<b>1</b>	<b>140</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>34.7</b>	<b>56.5</b>	<b>28</b>	<b>19.3</b>	<b>41.2</b>
<b>06-00</b>	<b>148</b>	<b>153</b>	<b>0</b>	<b>1</b>	<b>143</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>34.6</b>	<b>56.5</b>	<b>29</b>	<b>19.6</b>	<b>41.6</b>
<b>00-00</b>	<b>153</b>	<b>153</b>	<b>0</b>	<b>1</b>	<b>148</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>34.5</b>	<b>56.5</b>	<b>29</b>	<b>19</b>	<b>41.2</b>

Benchmark Data Collection

Mon 11 Time	March Total	2024 RunTot	Southbound			Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 40	>PSL% 40	Vpp 85
0000	0	153	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0100	0	153	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0200	0	153	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0300	0	153	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0400	0	153	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0500	4	157	0	0	4	0	0	0	0	0	0	0	0	0	0	27.3	34.3	39.1	0	0	-	
0600	7	164	0	0	6	0	1	0	0	0	0	0	0	0	0	27.6	35.4	40.5	1	14.3	-	
0700	51	215	0	1	46	0	4	0	0	0	0	0	0	0	0	24.9	38.1	55.6	13	25.5	44.7	
0800	57	272	0	0	51	0	6	0	0	0	0	0	0	0	0	26.9	35.5	55.8	7	12.3	39.1	
0900	22	294	0	0	18	0	3	1	0	0	0	0	0	0	0	11.7	36.4	52.6	6	27.3	44.3	
1000	13	307	0	0	11	0	2	0	0	0	0	0	0	0	0	24.2	29.9	36.9	0	0	34.2	
1100	19	326	0	0	18	0	1	0	0	0	0	0	0	0	0	16.5	28.7	45.1	3	15.8	35.1	
1200	20	346	0	0	15	0	5	0	0	0	0	0	0	0	0	23.3	32.1	42.9	2	10	36	
1300	13	359	0	0	11	0	2	0	0	0	0	0	0	0	0	5.2	30	42.1	2	15.4	39.8	
1400	16	375	0	0	14	0	2	0	0	0	0	0	0	0	0	20.4	33.7	44.5	3	18.8	40.3	
1500	29	404	0	0	28	0	1	0	0	0	0	0	0	0	0	22.1	33.6	41.6	3	10.3	38.7	
1600	42	446	0	0	37	0	4	0	0	1	0	0	0	0	0	19.5	34.9	57.6	11	26.2	41.8	
1700	42	488	0	0	41	0	1	0	0	0	0	0	0	0	0	13.6	32.6	46.4	6	14.3	38.9	
1800	17	505	0	0	17	0	0	0	0	0	0	0	0	0	0	23.2	36.2	52.1	6	35.3	43.8	
1900	10	515	0	0	9	0	1	0	0	0	0	0	0	0	0	27	35.8	45.4	2	20	-	
2000	5	520	0	0	3	0	2	0	0	0	0	0	0	0	0	23.6	37.9	50.2	1	20	-	
2100	5	525	0	0	4	0	1	0	0	0	0	0	0	0	0	27.3	32.9	41.8	1	20	-	
2200	1	526	0	0	1	0	0	0	0	0	0	0	0	0	0	36.6	36.6	36.6	0	0	-	
2300	1	527	0	0	1	0	0	0	0	0	0	0	0	0	0	31.7	31.7	31.7	0	0	-	
<b>07-19</b>	<b>341</b>	<b>527</b>	<b>0</b>	<b>1</b>	<b>307</b>	<b>0</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>34.3</b>	<b>57.6</b>	<b>62</b>	<b>18.2</b>	<b>40.9</b>	
<b>06-22</b>	<b>368</b>	<b>527</b>	<b>0</b>	<b>1</b>	<b>329</b>	<b>0</b>	<b>36</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>34.4</b>	<b>57.6</b>	<b>67</b>	<b>18.2</b>	<b>40.9</b>	
<b>06-00</b>	<b>370</b>	<b>527</b>	<b>0</b>	<b>1</b>	<b>331</b>	<b>0</b>	<b>36</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>34.4</b>	<b>57.6</b>	<b>67</b>	<b>18.1</b>	<b>40.9</b>	
<b>00-00</b>	<b>374</b>	<b>527</b>	<b>0</b>	<b>1</b>	<b>335</b>	<b>0</b>	<b>36</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>34.4</b>	<b>57.6</b>	<b>67</b>	<b>17.9</b>	<b>40.5</b>	



Benchmark Data Collection

Tue 12 Time	March Total	2024 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 40	>PSL% 40	Vpp 85
0000	0	527	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	527	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	527	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	527	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	528	0	0	1	0	0	0	0	0	0	0	0	0	0	32.2	32.2	32.2	0	0	-
0500	7	535	0	0	6	0	0	1	0	0	0	0	0	0	0	31.1	36.2	42.3	1	14.3	-
0600	7	542	0	0	6	0	1	0	0	0	0	0	0	0	0	34.6	40.4	46	3	42.9	-
0700	46	588	0	0	42	0	4	0	0	0	0	0	0	0	0	25.9	38.4	60.4	15	32.6	46.5
0800	48	636	0	0	45	0	3	0	0	0	0	0	0	0	0	26.1	35.8	52	8	16.7	40.3
0900	16	652	0	0	13	0	3	0	0	0	0	0	0	0	0	21.5	33.2	49	1	6.3	38.3
1000	7	659	0	0	7	0	0	0	0	0	0	0	0	0	0	32.5	37.2	44.4	2	28.6	-
1100	12	671	0	0	12	0	0	0	0	0	0	0	0	0	0	22.2	31.1	41.3	1	8.3	33.6
1200	17	688	0	0	17	0	0	0	0	0	0	0	0	0	0	17.4	32.2	46.2	1	5.9	36
1300	17	705	0	1	15	0	1	0	0	0	0	0	0	0	0	26	35	59.3	2	11.8	37.8
1400	20	725	0	0	19	1	0	0	0	0	0	0	0	0	0	23.2	33	46.9	1	5	36
1500	27	752	0	0	26	0	1	0	0	0	0	0	0	0	0	19.7	34.7	47.8	5	18.5	40.9
1600	29	781	0	0	27	0	2	0	0	0	0	0	0	0	0	19.6	35.4	48.2	6	20.7	40.9
1700	52	833	0	0	49	0	2	0	0	1	0	0	0	0	0	23.4	34	41.6	6	11.5	38.9
1800	19	852	0	0	19	0	0	0	0	0	0	0	0	0	0	30.3	37.8	48.1	7	36.8	45.6
1900	5	857	0	0	5	0	0	0	0	0	0	0	0	0	0	27.2	33	39.2	0	0	-
2000	0	857	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	2	859	0	0	2	0	0	0	0	0	0	0	0	0	0	25.5	31.4	37.3	0	0	-
2200	2	861	0	0	2	0	0	0	0	0	0	0	0	0	0	33.5	45.9	58.3	1	50	-
2300	0	861	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
<b>07-19</b>	<b>310</b>	<b>861</b>	<b>0</b>	<b>1</b>	<b>291</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>35.2</b>	<b>60.4</b>	<b>55</b>	<b>17.7</b>	<b>40.5</b>
<b>06-22</b>	<b>324</b>	<b>861</b>	<b>0</b>	<b>1</b>	<b>304</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>35.2</b>	<b>60.4</b>	<b>58</b>	<b>17.9</b>	<b>40.5</b>
<b>06-00</b>	<b>326</b>	<b>861</b>	<b>0</b>	<b>1</b>	<b>306</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>35.3</b>	<b>60.4</b>	<b>59</b>	<b>18.1</b>	<b>40.7</b>
<b>00-00</b>	<b>334</b>	<b>861</b>	<b>0</b>	<b>1</b>	<b>313</b>	<b>1</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>35.3</b>	<b>60.4</b>	<b>60</b>	<b>18</b>	<b>40.7</b>

Benchmark Data Collection

Wed 13 Time	March Total	2024 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 40	>PSL% 40	Vpp 85
0000	0	861	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	862	0	0	1	0	0	0	0	0	0	0	0	0	0	34.2	34.2	34.2	0	0	-
0200	0	862	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	862	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	862	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	4	866	0	0	4	0	0	0	0	0	0	0	0	0	0	30.2	33.8	37.3	0	0	-
0600	7	873	0	0	7	0	0	0	0	0	0	0	0	0	0	35.7	44.6	55.8	4	57.1	-
0700	63	936	0	1	56	0	5	1	0	0	0	0	0	0	0	19.2	37.4	60.6	19	30.2	45
0800	51	987	0	0	47	0	4	0	0	0	0	0	0	0	0	23.2	37.5	65.4	10	19.6	40.7
0900	25	1012	0	1	21	0	3	0	0	0	0	0	0	0	0	21.2	33.3	50	2	8	38.3
1000	10	1022	0	0	8	0	2	0	0	0	0	0	0	0	0	17.7	29.1	38.3	0	0	-
1100	19	1041	0	0	14	0	3	0	1	0	1	0	0	0	0	12.2	31.1	54.4	1	5.3	38.3
1200	18	1059	0	0	17	0	1	0	0	0	0	0	0	0	0	9.9	30.5	44.6	2	11.1	37.1
1300	23	1082	0	0	22	0	1	0	0	0	0	0	0	0	0	9.3	32.7	43.5	5	21.7	41.6
1400	21	1103	0	0	16	0	5	0	0	0	0	0	0	0	0	18	31.9	42.2	1	4.8	35.8
1500	55	1158	0	0	50	2	3	0	0	0	0	0	0	0	0	19.2	31.9	54.2	1	1.8	36.5
1600	29	1187	0	0	25	0	4	0	0	0	0	0	0	0	0	23.9	33.2	44.4	3	10.3	37.6
1700	28	1215	0	0	28	0	0	0	0	0	0	0	0	0	0	25.9	35	46.2	4	14.3	38.5
1800	18	1233	0	0	18	0	0	0	0	0	0	0	0	0	0	25.9	38.4	54.2	8	44.4	44.1
1900	12	1245	0	0	12	0	0	0	0	0	0	0	0	0	0	24.5	31.1	37.1	0	0	33.8
2000	5	1250	0	0	5	0	0	0	0	0	0	0	0	0	0	26.8	34	49.7	1	20	-
2100	2	1252	0	0	2	0	0	0	0	0	0	0	0	0	0	34.2	34.2	34.2	0	0	-
2200	2	1254	0	0	2	0	0	0	0	0	0	0	0	0	0	40.3	43.9	47.5	2	100	-
2300	0	1254	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
<b>07-19</b>	<b>360</b>	<b>1254</b>	<b>0</b>	<b>2</b>	<b>322</b>	<b>2</b>	<b>31</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>34.3</b>	<b>65.4</b>	<b>56</b>	<b>15.6</b>	<b>40</b>
<b>06-22</b>	<b>386</b>	<b>1254</b>	<b>0</b>	<b>2</b>	<b>348</b>	<b>2</b>	<b>31</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>34.4</b>	<b>65.4</b>	<b>61</b>	<b>15.8</b>	<b>40</b>
<b>06-00</b>	<b>388</b>	<b>1254</b>	<b>0</b>	<b>2</b>	<b>350</b>	<b>2</b>	<b>31</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>34.4</b>	<b>65.4</b>	<b>63</b>	<b>16.2</b>	<b>40.3</b>
<b>00-00</b>	<b>393</b>	<b>1254</b>	<b>0</b>	<b>2</b>	<b>355</b>	<b>2</b>	<b>31</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>34.4</b>	<b>65.4</b>	<b>63</b>	<b>16</b>	<b>40.3</b>

Benchmark Data Collection

Thu 14 Time	March Total	2024 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 40	>PSL% 40	Vpp 85
0000	0	1254	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	1255	0	0	1	0	0	0	0	0	0	0	0	0	0	43.1	43.1	43.1	1	100	-
0200	0	1255	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	1255	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	2	1257	0	0	1	0	1	0	0	0	0	0	0	0	0	38.3	43	47.6	1	50	-
0500	4	1261	0	0	4	0	0	0	0	0	0	0	0	0	0	31.2	34.5	35.9	0	0	-
0600	7	1268	0	0	6	0	1	0	0	0	0	0	0	0	0	32.8	37.3	43.8	2	28.6	-
0700	53	1321	0	1	49	0	3	0	0	0	0	0	0	0	0	25.1	37.8	55.2	18	34	43.2
0800	54	1375	0	0	52	0	2	0	0	0	0	0	0	0	0	18.6	33	47.6	5	9.3	37.6
0900	28	1403	1	0	25	0	1	0	0	1	0	0	0	0	0	15.8	32.6	45.9	3	10.7	37.4
1000	22	1425	0	0	18	0	3	1	0	0	0	0	0	0	0	17	30	42.3	1	4.5	37.1
1100	22	1447	0	0	19	0	2	0	1	0	0	0	0	0	0	16.8	30.5	37.7	0	0	35.8
1200	20	1467	0	0	17	1	2	0	0	0	0	0	0	0	0	12.1	31.3	44.7	3	15	39.6
1300	12	1479	0	0	9	0	3	0	0	0	0	0	0	0	0	24.5	35.1	42.3	3	25	40.5
1400	20	1499	0	0	18	0	2	0	0	0	0	0	0	0	0	13.2	33.2	52	5	25	43.4
1500	22	1521	0	0	21	0	1	0	0	0	0	0	0	0	0	26.6	33.7	42.2	1	4.5	38.9
1600	35	1556	0	0	31	0	3	0	0	1	0	0	0	0	0	12.6	34.4	43.5	5	14.3	39.6
1700	36	1592	0	0	35	0	1	0	0	0	0	0	0	0	0	28.5	37.2	45.9	9	25	41.4
1800	20	1612	0	0	20	0	0	0	0	0	0	0	0	0	0	16.5	33.7	50.6	4	20	42.5
1900	7	1619	0	0	6	0	1	0	0	0	0	0	0	0	0	22.4	36.9	52.5	2	28.6	-
2000	6	1625	0	0	5	0	1	0	0	0	0	0	0	0	0	26.9	32.2	36.4	0	0	-
2100	2	1627	0	0	2	0	0	0	0	0	0	0	0	0	0	29.3	31.5	33.7	0	0	-
2200	2	1629	0	0	2	0	0	0	0	0	0	0	0	0	0	27.2	33.7	40.2	1	50	-
2300	2	1631	0	0	2	0	0	0	0	0	0	0	0	0	0	26.7	29.4	32.2	0	0	-
<b>07-19</b>	<b>344</b>	<b>1631</b>	<b>1</b>	<b>1</b>	<b>314</b>	<b>1</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>34</b>	<b>55.2</b>	<b>57</b>	<b>16.6</b>	<b>40.3</b>
<b>06-22</b>	<b>366</b>	<b>1631</b>	<b>1</b>	<b>1</b>	<b>333</b>	<b>1</b>	<b>26</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>34.1</b>	<b>55.2</b>	<b>61</b>	<b>16.7</b>	<b>40.5</b>
<b>06-00</b>	<b>370</b>	<b>1631</b>	<b>1</b>	<b>1</b>	<b>337</b>	<b>1</b>	<b>26</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>34</b>	<b>55.2</b>	<b>62</b>	<b>16.8</b>	<b>40.5</b>
<b>00-00</b>	<b>377</b>	<b>1631</b>	<b>1</b>	<b>1</b>	<b>343</b>	<b>1</b>	<b>27</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>34.1</b>	<b>55.2</b>	<b>64</b>	<b>17</b>	<b>40.5</b>

Benchmark Data Collection

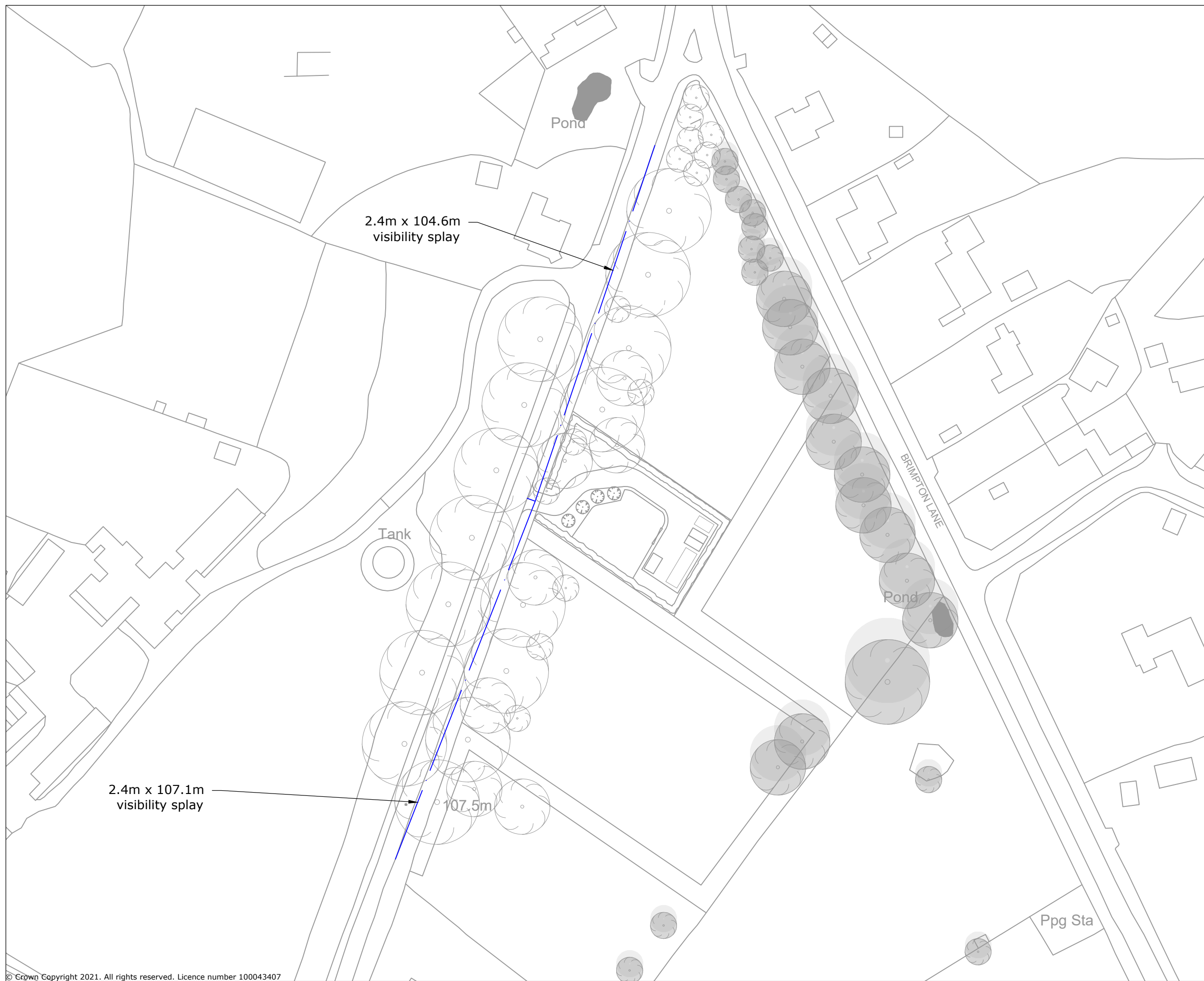
Fri 15 Time	March Total	2024 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 40	>PSL% 40	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	1631	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	2	1633	0	0	1	0	1	0	0	0	0	0	0	0	0	31.5	32.3	33.2	0	0	-
0200	0	1633	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	1634	0	0	1	0	0	0	0	0	0	0	0	0	0	5.2	5.2	5.2	0	0	-
0400	2	1636	0	0	2	0	0	0	0	0	0	0	0	0	0	28.2	31.8	35.4	0	0	-
0500	5	1641	0	0	4	0	1	0	0	0	0	0	0	0	0	32.1	36.4	40.9	1	20	-
0600	8	1649	0	0	8	0	0	0	0	0	0	0	0	0	0	29.1	34.4	44.1	1	12.5	-
0700	34	1683	0	0	30	0	4	0	0	0	0	0	0	0	0	26.8	35.4	51.9	3	8.8	38.9
0800	29	1712	0	0	26	0	3	0	0	0	0	0	0	0	0	19.4	33	47.4	2	6.9	38.5
0900	22	1734	0	0	16	0	6	0	0	0	0	0	0	0	0	20.1	33.2	40	0	0	37.8
1000	16	1750	0	0	14	0	2	0	0	0	0	0	0	0	0	24.2	34.7	42.5	4	25	41.2
1100	14	1764	0	1	13	0	0	0	0	0	0	0	0	0	0	11.2	30	46.1	2	14.3	38.7
1200	12	1776	0	0	12	0	0	0	0	0	0	0	0	0	0	19.7	31.3	40.6	1	8.3	35.1
1300	16	1792	0	0	14	0	1	0	0	0	1	0	0	0	0	14.4	29.5	50.7	2	12.5	37.1
1400	28	1820	0	0	23	0	4	0	1	0	0	0	0	0	0	14.2	28.9	44.4	2	7.1	37.8
1500	39	1859	0	0	34	0	4	0	0	1	0	0	0	0	0	18.4	34.7	52.2	4	10.3	39.4
1600	33	1892	0	0	30	0	3	0	0	0	0	0	0	0	0	18	33.2	50.7	2	6.1	38
1700	26	1918	0	0	26	0	0	0	0	0	0	0	0	0	0	25.2	34.5	46.9	4	15.4	38.9
1800	19	1937	0	0	19	0	0	0	0	0	0	0	0	0	0	23.9	33.9	50.5	2	10.5	38
1900	5	1942	0	0	5	0	0	0	0	0	0	0	0	0	0	34.5	37.4	45.4	1	20	-
2000	5	1947	0	0	4	0	1	0	0	0	0	0	0	0	0	28.3	39.4	52.7	2	40	-
2100	0	1947	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	4	1951	0	0	4	0	0	0	0	0	0	0	0	0	0	31.4	36.6	40.4	1	25	-
2300	2	1953	0	0	2	0	0	0	0	0	0	0	0	0	0	29.1	32.7	36.2	0	0	-
<b>07-19</b>	<b>288</b>	<b>1953</b>	<b>0</b>	<b>1</b>	<b>257</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>33</b>	<b>52.2</b>	<b>28</b>	<b>9.7</b>	<b>38.9</b>
<b>06-22</b>	<b>306</b>	<b>1953</b>	<b>0</b>	<b>1</b>	<b>274</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>33.2</b>	<b>52.7</b>	<b>32</b>	<b>10.5</b>	<b>39.1</b>
<b>06-00</b>	<b>312</b>	<b>1953</b>	<b>0</b>	<b>1</b>	<b>280</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>33.3</b>	<b>52.7</b>	<b>33</b>	<b>10.6</b>	<b>39.1</b>
<b>00-00</b>	<b>322</b>	<b>1953</b>	<b>0</b>	<b>1</b>	<b>288</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>33.2</b>	<b>52.7</b>	<b>34</b>	<b>10.6</b>	<b>39.1</b>

Benchmark Data Collection

Sat 16	March	2024	Southbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Bicycle	Motor	Van	Van (T)	Bus	Bus						[2]	[2]				40	40	85
				Cycle																	
0000	3	1956	0	0	2	0	1	0	0	0	0	0	0	0	0	38.5	40.4	43.5	1	33.3	-
0100	0	1956	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	1956	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	1956	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	1957	0	0	1	0	0	0	0	0	0	0	0	0	0	32.7	32.7	32.7	0	0	-
0500	0	1957	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	1958	0	0	1	0	0	0	0	0	0	0	0	0	0	28.7	28.7	28.7	0	0	-
0700	5	1963	0	0	4	0	1	0	0	0	0	0	0	0	0	24	39.4	49.8	3	60	-
0800	10	1973	0	0	10	0	0	0	0	0	0	0	0	0	0	18.3	33.9	41.7	3	30	-
0900	18	1991	0	0	15	0	3	0	0	0	0	0	0	0	0	5.3	34	43.9	6	33.3	42.5
1000	18	2009	1	0	15	0	2	0	0	0	0	0	0	0	0	12.3	28.5	40.7	1	5.6	36
1100	16	2025	0	0	16	0	0	0	0	0	0	0	0	0	0	14.3	27.1	42.9	1	6.3	36
1200	13	2038	0	0	12	0	1	0	0	0	0	0	0	0	0	26.6	33.7	46.3	2	15.4	38.7
1300	13	2051	0	0	12	0	1	0	0	0	0	0	0	0	0	14.1	28.3	37.8	0	0	34.7
1400	19	2070	0	0	18	0	1	0	0	0	0	0	0	0	0	15.6	28.5	39.1	0	0	35.6
1500	21	2091	0	0	20	1	0	0	0	0	0	0	0	0	0	21.2	32.2	54.2	3	14.3	38.5
1600	14	2105	0	0	14	0	0	0	0	0	0	0	0	0	0	22.8	34.6	44.2	1	7.1	37.4
1700	7	2112	0	0	7	0	0	0	0	0	0	0	0	0	0	23	32.5	39.6	0	0	-
1800	2	2114	0	0	2	0	0	0	0	0	0	0	0	0	0	24.3	28	31.7	0	0	-
1900	4	2118	0	1	3	0	0	0	0	0	0	0	0	0	0	24	29.5	33.7	0	0	-
2000	3	2121	0	0	3	0	0	0	0	0	0	0	0	0	0	21.6	24.1	27.1	0	0	-
2100	1	2122	0	0	1	0	0	0	0	0	0	0	0	0	0	33.1	33.1	33.1	0	0	-
2200	3	2125	0	0	3	0	0	0	0	0	0	0	0	0	0	23.8	30.8	39.5	0	0	-
2300	3	2128	0	0	3	0	0	0	0	0	0	0	0	0	0	40.8	44.4	49.5	3	100	-
<b>07-19</b>	<b>156</b>	<b>2128</b>	<b>1</b>	<b>0</b>	<b>145</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>31.3</b>	<b>54.2</b>	<b>20</b>	<b>12.8</b>	<b>38.5</b>
<b>06-22</b>	<b>165</b>	<b>2128</b>	<b>1</b>	<b>1</b>	<b>153</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>31.1</b>	<b>54.2</b>	<b>20</b>	<b>12.1</b>	<b>37.8</b>
<b>06-00</b>	<b>171</b>	<b>2128</b>	<b>1</b>	<b>1</b>	<b>159</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>31.4</b>	<b>54.2</b>	<b>23</b>	<b>13.5</b>	<b>38.7</b>
<b>00-00</b>	<b>175</b>	<b>2128</b>	<b>1</b>	<b>1</b>	<b>162</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>31.5</b>	<b>54.2</b>	<b>24</b>	<b>13.7</b>	<b>39.1</b>
<b>Summary</b>																					
<b>Total</b>			<b>Bicycle</b>	<b>Motor</b>	<b>Car /</b>	<b>Car /</b>	<b>R2 /</b>	<b>R3 /</b>	<b>R4</b>	<b>A3</b>	<b>A4</b>	<b>A5</b>	<b>A6</b>	<b>A6</b>	<b>A7</b>	<b>Vmin</b>	<b>Mean</b>	<b>Vmax</b>	<b>&gt;PSL</b>	<b>&gt;PSL%</b>	<b>Vpp</b>
				<b>Cycle</b>	<b>Van</b>	<b>Van (T)</b>	<b>Bus</b>	<b>Bus</b>						<b>[2]</b>	<b>[2]</b>				<b>40</b>	<b>40</b>	<b>85</b>
	<b>2128</b>	<b>2128</b>	<b>2</b>	<b>8</b>	<b>1944</b>	<b>5</b>	<b>155</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>34.1</b>	<b>65.4</b>	<b>341</b>	<b>16</b>	<b>40.3</b>

## **Appendix E**

Proposed Access Arrangements – Visibility Splays



Guildford - London - Reading  
www.motion.co.uk

Project:  
Land to the east of Blacknest Lane

Title:  
Proposed Access Arrangements  
Visibility Splays

Client:  
Mr R Slater

Drawing Status:

Scale: 1:1000 (@ A3) Date: 19/06/24

Drawn: EF Checked: DM Approved: DM

Drawing: 2403009-01 Revision:

## **Appendix F**

TRICS Output Data



## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	4 days
	MW MEDWAY	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	2 days
	SD SWINDON	1 days
	SM SOMERSET	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	4 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

Motion High Street Guildford

Licence No: 734001

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
Actual Range: 10 to 50 (units: )  
Range Selected by User: 6 to 50 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/03/23

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	4 days
Tuesday	4 days
Wednesday	9 days
Thursday	5 days
Friday	3 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	17

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone	24
No Sub Category	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	21 days - Selected

## Secondary Filtering selection:

Use Class:

C3 25 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	9 days
10,001 to 15,000	8 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 75,000	6 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	9 days
250,001 to 500,000	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	17 days
1.6 to 2.0	1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	13 days
No	12 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	25 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	TOWN HOUSES      24 <i>06/06/19</i>	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	CT-03-A-01 ARLESEY ROAD STOTFOLD  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES     46 <i>22/06/22</i>	CENTRAL BEDFORDSHIRE	<i>Survey Type: MANUAL</i>
3	DC-03-A-09 A350 SHAFTESBURY  Edge of Town No Sub Category Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES     50 <i>19/11/21</i>	DORSET	<i>Survey Type: MANUAL</i>
4	DC-03-A-10 ADDISON CLOSE GILLINGHAM  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES     26 <i>09/11/22</i>	DORSET	<i>Survey Type: MANUAL</i>
5	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI DETACHED     50 <i>28/03/17</i>	DURHAM	<i>Survey Type: MANUAL</i>
6	ES-03-A-09 THE FAIRWAY NEWHAVEN  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	DETACHED & SEMI-DETACHED     47 <i>13/03/23</i>	EAST SUSSEX	<i>Survey Type: MANUAL</i>
7	HC-03-A-17 CANADA WAY LIPHOOK  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	HOUSES & FLATS     36 <i>12/11/15</i>	HAMPSHIRE	<i>Survey Type: MANUAL</i>
8	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	TERRACED & SEMI-DETACHED     39 <i>13/11/18</i>	HAMPSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES      40 <i>31/10/18</i>	HAMPSHIRE        <i>Survey Type: MANUAL</i>
10	HC-03-A-31 KILN ROAD LIPHOOK  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES & FLATS      44 <i>07/10/22</i>	HAMPSHIRE        <i>Survey Type: MANUAL</i>
11	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES      19 <i>06/06/22</i>	MEDWAY        <i>Survey Type: MANUAL</i>
12	NF-03-A-03 HALING WAY THETFORD  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES      10 <i>16/09/15</i>	NORFOLK        <i>Survey Type: MANUAL</i>
13	NF-03-A-05 HEATH DRIVE HOLT  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES      40 <i>19/09/19</i>	NORFOLK        <i>Survey Type: MANUAL</i>
14	NF-03-A-37 GREENFIELDS ROAD DEREHAM  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES      44 <i>27/09/22</i>	NORFOLK        <i>Survey Type: MANUAL</i>
15	NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI-DETACHED      34 <i>13/09/22</i>	NORFOLK        <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		36	
	<i>Survey date: MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
17	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone	TERRACED HOUSES		NORTH YORKSHIRE
	Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>10/05/17</i>	<i>Survey Type: MANUAL</i>
18	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	<i>Survey date: WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
19	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>17/10/16</i>	<i>Survey Type: MANUAL</i>
20	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	<i>Survey date: WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>
21	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	<i>Survey date: THURSDAY</i>		<i>22/09/16</i>	<i>Survey Type: MANUAL</i>
22	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
23	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone	DETACHED & SEMI		SOMERSET
	Total No of Dwellings:		33	
	<i>Survey date: THURSDAY</i>		<i>24/09/15</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

24	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		TORBAY
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		37	
	Survey date: WEDNESDAY		30/09/15	Survey Type: MANUAL
25	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone			
	Total No of Dwellings:		49	
	Survey date: FRIDAY		27/09/19	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-A-04	Covid-19
KC-03-A-09	Covid-19

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.66

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	35	0.087	25	35	0.262	25	35	0.349
08:00 - 09:00	25	35	0.176	25	35	0.365	25	35	0.541
09:00 - 10:00	25	35	0.168	25	35	0.205	25	35	0.373
10:00 - 11:00	25	35	0.150	25	35	0.165	25	35	0.315
11:00 - 12:00	25	35	0.157	25	35	0.160	25	35	0.317
12:00 - 13:00	25	35	0.168	25	35	0.203	25	35	0.371
13:00 - 14:00	25	35	0.181	25	35	0.170	25	35	0.351
14:00 - 15:00	25	35	0.163	25	35	0.214	25	35	0.377
15:00 - 16:00	25	35	0.301	25	35	0.208	25	35	0.509
16:00 - 17:00	25	35	0.283	25	35	0.181	25	35	0.464
17:00 - 18:00	25	35	0.333	25	35	0.186	25	35	0.519
18:00 - 19:00	25	35	0.233	25	35	0.135	25	35	0.368
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.400</b>			<b>2.454</b>			<b>4.854</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected: 10 - 50 (units: )  
Survey date date range: 01/01/15 - 13/03/23  
Number of weekdays (Monday-Friday): 25  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 0  
Surveys manually removed from selection: 2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.66

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	35	0.133	25	35	0.451	25	35	0.584
08:00 - 09:00	25	35	0.250	25	35	0.781	25	35	1.031
09:00 - 10:00	25	35	0.254	25	35	0.323	25	35	0.577
10:00 - 11:00	25	35	0.233	25	35	0.284	25	35	0.517
11:00 - 12:00	25	35	0.233	25	35	0.251	25	35	0.484
12:00 - 13:00	25	35	0.263	25	35	0.299	25	35	0.562
13:00 - 14:00	25	35	0.266	25	35	0.261	25	35	0.527
14:00 - 15:00	25	35	0.259	25	35	0.336	25	35	0.595
15:00 - 16:00	25	35	0.623	25	35	0.333	25	35	0.956
16:00 - 17:00	25	35	0.494	25	35	0.276	25	35	0.770
17:00 - 18:00	25	35	0.520	25	35	0.309	25	35	0.829
18:00 - 19:00	25	35	0.392	25	35	0.226	25	35	0.618
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.920			4.130			8.050

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.